

# The Mining Journal

AND COMMERCIAL GAZETTE.

No. 91.—Vol. IV.]

LONDON: SATURDAY, MAY 20, 1837.

[PRICE 6d.]

**MINE SHARES.—FOR SALE, BY PRIVATE CONTRACT.**  
SHARES IN CORNISH AND OTHER MINES, which are paying excellent DIVIDENDS.  
For particulars, apply (if by letter, post-paid) to WILLIAM TRENER, Jun., Agent and Share Broker, from Redruth, Cornwall, at his offices, No. 50, Threadneedle-street, London.—May 19.  
N.B.—No connexion with any one of the same name, residing at Redruth.

**FORFEITED SHARES IN THE Hayle Consols Mining Company.**  
MR. C. WARTON has been instructed by the Directors of the HAYLE CONSOLS MINING COMPANY to SELL BY AUCTION, at the Mart, on Thursday, the 25th May inst., at Twelve o'clock, about ONE THOUSAND FORFEITED SHARES in the said Company, upon which £3 per share have been paid. Particulars may be had at the Auction Mart; of Henry Thomas, Esq., solicitor to the Company, 35, Lincoln's Inn-fields; and of Mr. C. Warton, Auctioneer, Agent of every description of Mining property, 38, Threadneedle-street.

**MR. HENRY BROWN will SELL BY AUCTION, at the Mart, on Tuesday, May 30, at Twelve, in Four Lots, TEN 450 SHARES in PRESTON AND WYRE RAILWAY AND HARBOUR COMPANY, which is fast progressing, and on which £28 per share has been paid; also EIGHTY 10 SHARES in the DEPTFORD PIER AND IMPROVEMENT COMPANY. Printed particulars may be had at the Mart; and of Mr. Henry Brown, Auctioneer, of Value, 32, Throgmorton-street.**

**WEST END STOCK AND SHARE OFFICE.**  
MESSRS. WILLIAM THOMPSON AND CO., beg to apprise the Public that they have opened an Office, No. 6, Waterloo-place, Pall-mall, for the PURCHASE AND SALE OF ENGLISH AND FOREIGN STOCKS, EXCHANGE BILLS, SHARES IN JOINT-STOCK BANKS, RAILROADS, CANALS, MINES, and every description of Public Securities.  
Independently of the facilities afforded for the transaction of business at the Stock Exchange, Messrs. Thompson and Co. will be despatched to and from the Stock Exchange, so that the latest prices may be known, and orders to any extent be immediately executed. A spacious Room is also attached to the office for the use of Subscribers, at an annual subscription of £2 2s.; and, in order to render it select, no one will be admitted without proper references, except Members of the principal Clubs and Directors of Public Companies. A separate Letter-Box to the Stock Exchange will be hourly forwarded by the Messengers, thus enabling the Subscribers to employ their own Brokers; it being the desire of Messrs. Thompson and Co. to merit support, founded on their own assiduity and correctness, as men of business, than to interfere between them and their principals.  
Persons resident in the country, who may be desirous of information regarding any of the above securities, shall, on addressing their inquiries, post paid, to Messrs. Thompson and Co., receive immediate replies upon the subject, free of all charge; and should they determine on selling out the Stock which they possess in any of the Companies, or purchasing into others, the business shall be carefully transacted, without any further charge than that of common brokerage.  
\* Agents for several of the principal Fire and Life Assurance Companies in London and the country.

**GLAMORGANSHIRE.**  
The highly important LORDSHIPS, MANORS, and FREEHOLD ESTATE of NEATH ABBEY, for SALE.

**MR. ADAM MURRAY has the honour of announcing to the Public, that he is instructed to SELL BY AUCTION, at Garroway's Coffee-house, Change-alley, Cornhill, London, on Wednesday, the 7th of June next, unless an acceptable offer is made for the same by private contract, this highly improvable estate (consisting of the lands within the precincts of the Abbey, and rates and taxes very low), containing 5500 acres of good arable, meadow, pasture, and woodland, together with houses and premises in the villages of Neath Abbey and Cadoxton; extensive copper works, iron and blast furnaces, manufactory for steam and other engines, forges, rail-roads, canals, shipping wharfs on the Neath and Swansea rivers; large and extensive veins of the best bituminous coal, iron-stone, and fire-clay of the best quality; and extensive woods of fine oak timber for naval purposes, situate in the parish of Cadoxton, in a fine, healthy, undulating country, surrounded with excellent roads and good market towns, and close to line and canal, with every facility at hand for the better improvement of the property. There are many fine situations for building upon, and abundance of stone quarries yielding materials for that purpose. A better and more improvable estate in South Wales was never before offered for sale.  
Particulars of sale may be had, on application to James S. Wickens, Esq., Monmouth-street, Russell-square; Thos. Fox, Esq., Beasdale, Dorset; and to Mr. Adam Murray, 47, Parliament-street, London. Letters to be post paid.**

**WEST CORNWALL MINES INVESTMENT COMPANY.**  
At the General Meeting of Proprietors, held the 10th May instant, the following Statement of the Financial Affairs of the Company was submitted to the meeting:—

Glyn and Co.	£244 4 6	By Capital	£20,000 0 0
Western District Banking Company	2417 13 7	Less—Calls* unpaid on	606 1 10
Helstone Union Bank	3450 0 0	April 30	£1605 0 0
Thames Valley Bank	3919 18 0	Charges	323 7 10
1824s.			1929 0 0
1800ths	£20 0 0	By profit and loss for balance	18,071 12 2
Hallenbeagle, for 8-64ths	2800 0 0	of dividends in hand	606 1 10
Wheal Jewel, for 1-137th	1150 0 0	Edward Turner	36 11 3
Levant Mine, for 1-80th	1050 0 0	Dividends payable, re-	
Wheal Virgin, for 4-128ths	1160 0 0	maining unpaid	33 5 0
Trevelva, for 1-64th	620 0 0	Whishaw and Sons	18 8 6
Wheal Craver, for 1-100th	150 0 0		
East Pool, for 2-128ths	56 0 0		
Budrick Mine, for 2-79ths	533 0 0		
Cash	91 2 8		
	£18,765 18 9		£18,765 18 9

\* The Calls remaining unpaid on 30th April, say £1605, have, for the greater part, since paid up.

**EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.**  
NOTICE TO CONTRACTORS.—Persons desirous of TENDERING for EXERCISING THE EXCAVATIONS AND OTHER WORKS on this line of Railway, may inspect the plans, sections, and specifications thereof, after Wednesday, the 10th May inst., between the hours of ten and four, at the office of the Company, 65, Finsbury-street, where forms of tenders may be obtained. All tenders must be delivered at this office on or before twelve o'clock on Thursday, the 1st day of June. The Directors will not hold themselves bound to accept the lowest tender.  
GEORGE WRIGHT, Deputy Chairman.  
Edinburgh, Leith, and Newhaven Railway Office,  
65, Finsbury-street, Edinburgh.

**HULL AND SELBY RAILWAY.—TO CONTRACTORS.**  
Notice is hereby given, that the Directors will meet at their office, 54, Strand-street, Hull, on Saturday, the 24th of June, at Twelve precisely, to receive TENDERS which may be sent at or before that time for the following WORKS, viz.:—  
Contract, No. 1 A.—For the erection and entire completion of an opening iron bridge over the river Ouse, at Selby.  
Contract, No. 2 A.—For the erection and entire completion of an iron bridge, of arch, over the river Derwent, near Wressle.  
Contract, No. 3 A.—For the erection and entire completion of an iron bridge over Market Weighton Canal, near Bromfistow-house.  
Contract, No. 1 B.—For the forming and preparing (exclusive of ballasting and lining the way) of the approach to the bridge over the Market Weighton Canal. Drawings and specifications of the above work may be seen at No. 54, Saville-street, Hull, on and after the 10th of May; and other information may be had, on application to Messrs. Walker and Burgess, 23, Great George-street, Westminster. The Directors will not consider themselves bound to accept the lowest tender.  
Hull and Selby Railway Office, Hull, May 1. GEORGE LOCKING, Sec.

**BIRMINGHAM AND DERBY JUNCTION RAILWAY.**  
CONTRACT FOR WORKS.—The Committee of Directors of the Birmingham and Derby Junction Railway Company will meet at the Railway-office, in Waterloo-street, Birmingham, on Wednesday, the 14th day of June next, at twelve o'clock, to receive TENDERS FOR CONTRACT for the following work:—To construct a VIADUCT OF SEVENTEEN ARCHES over the River Anker and Turnpike Roads, from Tamworth to Polesworth and Shuntington, in the town of Bolehall, in the parish of Tamworth, in the county of Warwick.  
Drawings and specifications of the above work may be seen at the Railway-office, and no others will be attended to. The tenders must be delivered, sealed, at the office, on or before twelve o'clock at noon on Wednesday, the 14th of June next, and parties tendering must attend in person, or by some one duly authorized on their behalf, at the time of meeting. The party whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of his contract in a penalty not less than ten per cent. on the gross sum contracted for, and the names of the proposed sureties are to be specified in the tender. The Directors will not bind themselves to accept the lowest offer.  
The contractor, if he require it, will be furnished by the Company with a counter-bond of his contract at his own expense.  
Birmingham, May 8. THOMAS KELL, Secretary.

**WEST CORK MINING COMPANY.**—The Committee of Shareholders appointed at the Meeting of the 19th of November last, and RES in the NEW CAPITAL of this Company, inasmuch as the suit instituted in the High Court of Chancery by William Bevell Vigers and John Pan Timms, against Lord Audley and Joseph Pike, and others, Directors of this Company, operates as a *lis pendens* to affect with notice all persons taking such new shares.  
On behalf of the Committee,  
(Signed) H. PATRICK.

**ANGLO-MEXICAN MINT COMPANY.**—Pursuant to resolutions passed at the Annual General Meeting of shareholders on the 2d inst., DIVIDENDS OF TWELVE SHILLINGS per share for the current year will be payable on and after the 1st of June. Three days' notice of claim will be required; forms of which to be obtained, as under, between the hours of Eleven and Twelve daily.  
G. B. LONSDALE, Secretary.  
9, New Broad-street, London, May 16.

**BORINGDON PARK MINING COMPANY.**—The Directors of this Company give notice, that a CALL OF TEN SHILLINGS per share is hereby made, payable at the banking-house of Messrs. Williams, Deacon, La-bouchere, and Co., No. 29, Birch-lane, on or before the 26th of May next. The bankers' receipt, together with the scrip certificate, to be brought to the office of the Company, that the payment may be duly certified.  
S. CLARE, Sec.  
2, White Lion-court, Cornhill, April 21.

**BOLIVAR MINING ASSOCIATION.**—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Proprietors of the Bolivar Mining Association will be held at the office of the Association, No. 9, Austin-frirs, in the City of London, on Tuesday, the 30th day of May inst., at One o'clock in the afternoon precisely, to consider the expediency of raising the further sum of £60,000, for the purposes of the Association, by way of debenture, upon terms and conditions which will be stated at such meeting; and to give all necessary powers and authorities in that behalf to the managing Trustees; and also to consider the propriety of transferring the Direction and Management of the affairs of the Association to Liverpool, and to give all necessary directions in that behalf; and, lastly, to consider the propriety of making certain alterations in the qualification for the office of Managing Trustee, so far as regards the holders of auxiliary shares.—Dated this 15th May, 1837.  
ALEXANDER ALLEN, Secretary.

**BRITISH TIN MINING COMPANY.—A SPECIAL GENERAL MEETING** of the shareholders in the above Company will be held at their office, No. 5, Adam's-court, Broad-street, on Friday, the 2d of June, 1837, for the following purposes:—1. To receive a communication from the Directors, in reference to their proceedings consequent on the report of the Committee delivered at the last General Meeting. 2. To consider certain propositions contained in a report of the Directors, in reference to the laws of the prospectus. 3. To take into consideration the propriety of investing the Directors with the power of making a further Call of Five Shillings per share when such becomes necessary. The chair will be taken at Twelve o'clock precisely.  
By order of the Directors,  
S. ADAM'S-COURT, BROAD-STREET, MAY 17. JOHN SANDELS, Sec.

**CORNUBIAN MINE, in the parish of Perranzabuloe, Cornwall.**—The Directors of the Cornubian Mining Company hereby inform the small number of proprietors who have omitted to pay up the call of Ten Shillings per share, made in February last, that, in justice to the adventurers generally, the unpaid shares will be absolutely FORFEITED, unless the call be paid in fourteen days from this date, either to Mr. John Cloutier, 10, Morrice-square, Devonport; Mr. John Richards, 12, George-yard, Lombard-street, London; or Messrs. Williams and Co., Bankers, Truro and Camborne.  
Devonport, May 15. AUGUSTUS HUGHES, Secretary.

**CORNWALL UNITED MINING ASSOCIATION.**—At a Meeting of the Directors, held this day, present Messrs. Bassett and Trestrail, it was resolved, that the following advertisement be inserted in the Truro and the Mining Journal:—“A SPECIAL GENERAL MEETING of the Shareholders in the above Association, will be held at Pearce's Hotel, Truro, on the 7th day of June proximo (instead of the 21st day of June, as originally advertised), for the purpose of carrying into effect the proposed alteration of limiting the number of shares to 300, which has already received the approval of a considerable majority of the Shareholders; and also for receiving the First Annual Report of the proceedings of the Company.”  
A copy of the above resolution to be forwarded to all the known Shareholders, and in case it should not be convenient for the Shareholders residing in the several towns (as set forth in the last printed circular) to attend the aforesaid Meeting, that they be at liberty to appoint any one Shareholder to act in their behalf.  
N. F. BASSETT.  
Truro, May 10. (Signed) JOHN TRESTRAIL.

**DURHAM COUNTY COAL COMPANY.—FOURTH INSTALMENT.**—Notice is hereby given, that the Directors of this Company have resolved that a CALL OF FOUR POUNDS per share, be now made, payable on or before the 30th June next; and the Shareholders are requested to pay the same to the Bankers, Messrs. Williams, Deacon, and Co., Birch-lane, London, or to the Darlington District Banking Company, or any of their Branches, at Stockton, Northallerton, Stokesley, and Barnard Castle. A List of the Numbers of the Shares to be paid upon must be given to the Bankers at the time of payment; and the Shareholders are desired to produce their Certificates, with the Bankers' Receipt, at either of the Company's offices in London or Darlington, that the payment may be certified thereon.  
By order of the Directors,  
32, Great Winchester-street, London, May 11. W. BEDFORD, Secretary.

**EAST GOSS MOOR MINING COMPANY.**—At the Half-yearly General Meeting of this Company, held on the 11th inst., at Towns-head's London Inn, Devonport, convened by advertisement, it was resolved to make a further CALL OF TEN SHILLINGS per share. The Shareholders are therefore requested to pay the amount forthwith (free of expense) either to the Devon and Cornwall Bank, at St. Austel, or to CHARLES ROW, Secretary, Catherine-street, Devonport.  
May 12.

**EUROPEAN GAS COMPANY.**—The Directors give notice, that a CALL OF TWO POUNDS per share is required to be paid on or before the 17th day of July next, at the banking-house of Messrs. Lubbocks, Kingscote, and Co., Bank-buildings, London, pursuant to the provisions of the Deed of Settlement.  
By order of the Board of Directors,  
39, Finsbury-circus, London, May 5. G. MERLE, Sec.

**NORTH CORNWALL MINING ASSOCIATION.**—The Shareholders are hereby requested to take notice, that the period for payment of the Call of Five Shillings per share having expired (including the days of grace) on the 15th instant, those shares on which the said Call shall not be paid on or before the 3rd day of June next will be absolutely FORFEITED.  
12, George-yard, Lombard-street, May 19. GEORGE D. KEOGH, Sec.

**NORTH CONSOLIDATED COPPER MINING COMPANY.**—The Directors, in virtue of the power vested in them by the Special General Meeting of the 21st of November last, give notice, that the THIRD CALL OF TEN SHILLINGS per share is hereby made, for the 22d inst., which must be paid into the Company's Bankers, Messrs. Barclay, Bevan, and Company, within thirty days from that date, say 21st June next. Such shares upon which the said Instalment shall then remain unpaid, will, without further notice, become ABSOLUTELY FORFEITED.  
W. MILLS MIDWINTER, Sec.  
13, Lombard-street Chambers, May 15.

**POLBREEN TIN AND COPPER MINING COMPANY.**—At a General Meeting of the shareholders in this Company, held at the London Tavern, Bishopsgate-street, on the 9th inst., the following resolution was unanimously carried:—“That the time appointed for the payment of the last Call of Ten Shillings per share be extended to the 23rd day of June next, and that it be recommended to the Directors to forfeit all such shares as shall be in default at the close of that day.” The Directors accordingly hereby give notice to the shareholders, that the last day for the payment of the said Instalment of Ten Shillings per share will be the 23d of June next; and unless such Instalment shall be paid on or before the aforesaid 23d of June to Messrs. Bosaguet and Co., 73, Lombard-street, the shares in default will be FORFEITED.  
By order of the Directors,  
1, Cushion-court, Old Broad-street, May 13. HENRY THOMAS, Sec.

**TAMAR SILVER LEAD MINING COMPANY.**—Notice is hereby given, that unless the Second Instalment of One Pound per share be paid on or before the 1st day of June next, all shares at that time unpaid on will be FORFEITED.  
By order of the Directors,  
1, Cushion-court, Old Broad-street, May 13. HENRY THOMAS, Sec.

**TIN CROFT MINING COMPANY.**—The Directors of this Company hereby give notice to those few shareholders who have not paid their Call, making up the amount of £6 per share, that such shares will be absolutely FORFEITED unless paid upon or before Tuesday, the 13th June next.  
By order of the Directors,  
1, Cushion-court, Old Broad-street, May 13. HENRY THOMAS, Sec.

**WEST WHEEL JEWEL MINING ASSOCIATION.**—The Directors of the above Association hereby give notice, that they have this day made TWO CALLS OF TEN SHILLINGS each—the first payable on the 1st of June, and the second on the 1st of July next—which they request may be paid at the office of the Association as under, or to the Western District Bank at Truro, on or before the respective periods above named. Notice is hereby further given, that at the Annual General Meeting held on Saturday, the 29th ultimo, a statement of the number of shares not originally taken up, together with those on which the First Instalment of One Pound had not been paid, was submitted to the Meeting, upon which it was unanimously resolved, that the same should be ABSOLUTELY FORFEITED and CANCELLED, by which means the Mine now stands divided into 4520 shares. It was also unanimously requested by the Meeting, that the Directors would hereafter declare Forfeited all shares upon which the above calls shall not be duly paid. The Directors, therefore, hereby give notice, that all shares upon which the respective calls shall not be paid at the periods herein named, will be absolutely FORFEITED without further notice, under the regulations endorsed on the scrip.  
By order of the Board,  
23, Threadneedle-street, May 1. ROWLAND NICHOLSON, Sec.

**TREVORGUS MINE.**—The Directors of this Mine hereby give notice, that unless the Third Call of Ten Shillings per share, due on the 18th of March last, be paid to Sir Charles Price and Co., of King William-street, on or before the 24th instant, such shares will be absolutely FORFEITED, in conformity with the conditions endorsed on the scrip.  
J. E. MORGAN, Sec.  
10, Broad-street-buildings, May 6.

**TRELEIGH CONSOLIDATED MINES.**—Notice is hereby given, that the SECOND CALL OF FIVE SHILLINGS per share, ordered at the General Meeting of shareholders, held the 7th day of February last, will become payable the 11th day of May next; and that all shares upon which such call shall remain unpaid for one month after that day, will be absolutely FORFEITED, in conformity with the conditions endorsed upon the scrip certificates.  
23, Threadneedle-street, April 28. J. BAWDEN, Secretary.

**WHEEL SISTERS MINING COMPANY.**—The Directors of this Company request those proprietors who have paid the Call of Ten Shillings per share (which became due on the 1st of March), to forward their certificates to the office of the Company, that the numbers may be ascertained, so as to place the Directors in a position to advertise the numbers of the FORFEITED SHARES on which the said Call has not been paid.  
37, New Broad-street, May 19. GEORGE MORGAN, Sec.

**REDRUTH UNITED TIN AND COPPER MINING ASSOCIATION.**—A SPECIAL GENERAL MEETING of the scrip-holders will be held at the George and Vulture Tavern, Cornhill, on Wednesday, the 7th of June next, at One o'clock precisely, for the purpose of determining what course to adopt with the shares that have become forfeited, in consequence of the default of the last instalment. And at the same time a Report will be submitted, regarding the system intended to be pursued in the future operations of the Mines of the Association.  
Lombard-street Chambers, May 10. W. MILLS MIDWINTER, Sec.

**THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations.** This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c. “I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this.”  
Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVY, Camborne Cornwall.

**WORK PERFORMED BY STEAM-ENGINES, IN APRIL, 1837.**  
[Taken from the official duty paper by Mr. THOMAS LEAN, of Marazion, Cornwall.]  
s stands for single; d for double; in. for inches.

MINES.	Engine and the Diameter of the Cylinder.	Average number of strokes per min.	Im. gal. of water consumed per min.	Lbs. of steam consumed per min.	Feet of coal consumed by a single engine.	Feet of coal consumed by a double engine.	Engineers' Names.
W. U. Wood.	William's 90 in. s.	438,22	8,35	1672	58,698,480	5,20	James Sims
Poldice	Sims's 90 in. s.	702,97	5,84	3792	44,706,257	9,9	ditto
Wh. Damsel.	Stephens's 50 in. s.	74,86	12,59	900	46,365,976	3,74	ditto
Wheal Jewel.	39 in. s.	68,72	13,89	645	32,665,220	3,36	ditto
Cardew Downs	66 in. s.						
Wheal Tolgus	Davey's 70 in. s.	829,16	15,08	3636	54,712,202	7,8	F. Mitchell.
Wheal Tregenna	Horton's 70 in. s.	14,9	804	21,637,846	8,5	ditto	
Do. Do.	Pryce's 254 in. s.	227,8	9,83	1872	45,980,727	4,8	Jeffrey.
Do. Do.	76 in. s.	181,88	8,1	1178	47,790,111	3,06	James Sims
North Roskear	New eng. 70 in. s.	241,07	11,4	1276	77,081,014	4,94	John West.
South Roskear	W. Chance 60 in. s.	149,38	7,05	1164	43,067,517	6,26	ditto
Tincroft	66 in. s.	179,61	12,5	1350	41,804,906	4,3	ditto
Wheal Seton.	45 in. s.	174,31	7,3	533	34,505,244	5,28	James Sims.
Binner Downs	W. Treas. 50 in. s.	14,77	1392	33,504,348	5,87	Gregor & Thos.	
Do. Do.	Gregor's 42 in. s.	15,8	1976	47,521,466	10,7	ditto	
Do. Do.	Burn's 64 in. s.	1317,52	12,1	2678	50,247,586	8,3	ditto
Do. Do.	W. Penny 24 in. s.	21,9	738	36,567,437	11,5	James Sims.	
Wheal Julia	80 in. s.	1024,90	14,3	3276	70,566,727	7,39	James Sims.
W. Darlington	Powell's 60 in. s.	506,32	14,36	2536	61,518,449	8,5	Grose.
Marazion	E. Rodney 40 in. s.	89,57	6,6	376	40,612,649	4,18	ditto
Consolidated	Taylor's 85 in. s.	11,46	3360	68,781,628	7,7	Hocking.	
Do. Do.	Davey's 80 in. s.	12,47	3153	55,699,248	6,8	ditto	
Do. Do.	Pearce's 65 in. s.	16,8	1744	54,255,063	4,36	ditto	
Do. Do.	Woolf's 90 in. s.	1003,85	11,6	4675	53,340,831	7,8	ditto
Do. Do.	Bawden's 90 in. s.	8,5	3519	46,149,880	7,1	ditto	
Do. Do.	Shears's 65 in. s.	12,9	959	55,134,16	3,36	ditto	
Do. Do.	Cardozo's 90 in. s.	16,88	786	49,249,559	6,8	ditto	
Do. Do.	Little's 30 in. s.	17,96	901	58,167,063	10,6	ditto	
Do. Do.	Loam's 55 in. s.	10,5	2624	64,496,77	6,47	ditto	
Do. Do.	Hocking's 85 in. s.	12,9	3262	66,616,823	6,76	ditto	
Do. Do.	Western 36 in. s.	269,7	16,2	864	28,911,781	4,37	James Sims.
Do. Do.	Powning's 36 in. s.	12,0	780	36,065,628	6,4	ditto	
Polgotho	66 in. s.	730,51	9,2	1260	77,014,218	7,24	James Sims.
Charlestown U	60 in. s.						ditto
Pembroke	Pearce's 50 in. s.						ditto
East Crinnis	Edgemoor 40 in. s.						ditto
Do. Do.	Hudson's 76 in. s.	12,9	3062	57,217,250	6,94	ditto	
Do. Do.	Rundle's 41 in. s.	806,88	16,9	1270	54,377,500	8,4	ditto
Do. Do.	Austen's 80 in. s.	358,95	10,3	1508	81,995,286	5,06	W. West.
Fowey Consols	Sawle's 24 in. s.	100,32	16,5	598	40,375,871	8,36	ditto
Do. Do.	36 in. s.	242,67	13,7	964	38,829,352	6,7	S. Trethewy.
Do. Do.	36 in. s.	26,36	7,0	178	26,234,377	3,74	John Webb.
E. Wheal Rose	36 in. s.						N. Vivian, Jun.
Wheal Vor.	Borlase's 80 in. s.						Richards.
Do. Do.	Tredawny's 80 in. s.	954,34	13,89	3366	59,091,521	7,5	ditto
Do. Do.	Woolf's 55 in. s.	16,0	2014	37,500,283	5,3	ditto	
Do. Do.	Carleen's 45 in. s.	16,83	1656	38,174,626	7,78	ditto	
Do. Do.	W. Breage 60 in. s.	10,89	1098	48,857,441	4,3	ditto	
Do. Do.	Leed's 60 in. s.	14,7	1476	62,349,304	6,26	ditto	
Do. Do.	Eastron's 70 in. s.						ditto
Do. Do.	Weston's 60 in. s.						ditto
Do. Do.	North 60 in. s.	11,3	2144	46,469,814	5,96	ditto	
Do. Do.	South 40 in. s.	712,7	15,74	1238	54,319,004	8,28	ditto
Do. Do.	Devonsh. 70 in. s.						ditto
Wh. Prudence	33 in. s.	143,85	14,35	1290	26,688,637	6,93	ditto
S. Wh. Towan	40 in. s.	284,72	13,5	1116	43,132,159	7,06	James Gray.
Wheal Liberty	58 in. s.	607,26	13,2	1894	67,767,888	8,7	Hock & Loam
Wh. Reliance	60 in. s.	215,74	10,83	1566	46,412,159	5,86	James Sims.
Wheal Virgin	40 in. s.	206,16	13,27	1244	32,269,623	6,0	Grose.
Wheal Leods.	36 in. s.	204,17	18,7	742	40,756,738	4,43	ditto
Ballaswidden	24 in. s.	11,44	9,8	153	31,61		



PROCEEDINGS OF PARLIAMENT RELATIVE TO  
JOINT STOCK COMPANIES.

FRIDAY, MAY 12.

**Sun Life Assurance Company.**—Bill reported, without amendment; read third time, and passed.

**London and Greenwich Railway (No. 2).**—"To enable the London and Greenwich Railway Company to take certain tolls for passengers, cattle, and carriages, crossing the river Ravenshoe, in pursuance of an agreement entered into with the Deptford Creek Bridge Company," presented; read first; to be read second time.

WEDNESDAY.

**London and Brighton (Stephenson's Line).**—Petition of James Sebastian Yeats, complaining of the methods which have been adopted to obtain signatures to the subscription contract; to be taken into consideration on Friday, and to be printed.

**Glasgow, Paisley, and Greenock.**—Bill reported; report ordered to lie on the table, and to be printed.

**London and Brighton (Rennie's Line).**—Petition against; referred to committee on the Bill; counsel ordered.

**American Steam Navigation Company.**—Petition against; ordered to lie on the table.

**Glasgow, Paisley, and Ayr Railway.**—Report further considered; amendments further agreed to, as far as clauses "for preventing travelling on the Railway on the Lord's day;" Bill ordered to be ingrossed.

**Chester and Birkenhead.**—Report further considered; amendments agreed to; Bill ordered to be ingrossed.

**Dublin and Drogheda.**—Report further considered; amendments agreed to; Bill ordered to be ingrossed.

**Kilmarnock and Troon.**—Report further considered; amendments agreed to; Bill ordered to be ingrossed.

**Ardrossan and Johnstone.**—Report further considered; amendments agreed to; Bill ordered to be ingrossed.

THURSDAY.

**Chester and Birkenhead.**—Read third time, Bill passed.

**London and Brighton (Stephenson's Line).**—Petition of members of the provisional committee for forming a railway from the Southampton Railway to Brighton, denying the allegations of the petition of James S. Yeats; ordered to lie on the table, and to be printed.

**Fishguard Harbour Bill.**—Read third time; amendments made; Bill passed.

**Glasgow and Ayr, and Glasgow, Paisley, and Greenock Railways.**—Petitions praying that the clauses for the prohibition of travelling on the Lord's Day may be retained in the Bills; ordered to lie on the table.

**Glasgow and Ayr.**—Petitions praying that the clause for the prohibition of travelling on the Lord's Day may be retained in the Bill; ordered to lie on the table. Bill to be read third time to-morrow.

## PARLIAMENTARY SUMMARY.

## HOUSE OF LORDS.

THURSDAY.

Conference was had with the Commons, at which it was communicated that their lordships had concurred in the resolutions regarding Lower Canada.—Lord GODOLPHIN postponed the recommendation of the Sunday Notices in Churches Bills.—Lord DUNCAN presented the correspondence between the Board of Education (Ireland) and Dr. Crolly, on the subject of complaints preferred by that gentleman.

FRIDAY.

Lord CANTERBURY presented a petition from 700 graduates and undergraduates of the University of Cambridge, against interference with the management of the universities, so as to endanger their character and utility.—The Recorder's Courts Bill, and the Municipal Corporations (England) Act Amendment Bill were further considered.

## HOUSE OF COMMONS.

WEDNESDAY.

The ATTORNEY-GENERAL stated to Sir R. Inglis that after the second reading of the Wills Bill, he would afford ample opportunities to consider the details of that measure. Sir R. INGLIS said that his only object in directing attention to it was, that the public might be aware of the principle and provisions of such bill.—On the further consideration of the Glasgow, Paisley, Kilmarnock, and Ayr Railway Bill, Dr. BOWRING moved the rejection of the clause forbidding travelling on this railroad on Sunday; but after considerable discussion, it was retained on a division, there being 51 for the clause, and 47 against it—majority in favour, 4.—The House then went into committee on the Controverted Elections Bill.

THURSDAY.

On the motion of Mr. GILLON, a select committee was appointed to consider whether the present amount of taxation collected on internal communication might not be collected by more equitable rates.—Mr. SERJEANT TALFOUR obtained leave to bring in a bill to consolidate and amend the laws relating to property in the nature of copyright in books, musical compositions, acted dramas, pictures, and engravings; to provide remedies for the violation thereof, and to extend the term of its duration.—Mr. ELPHINSTONE obtained leave to bring in a bill to render the register of electors final.—Mr. CHARLTON brought forward motions, of which he had given notice, regarding the Ludlow charity, and the power of judges to commit for contempt.

FRIDAY.

The clause in the Glasgow and Ayr Railway Bill, prohibiting travelling on Sunday, was again debated, and eventually negatived by a majority of 32. The Bill was then read a third time and passed.—Lord JOHN RUSSELL deferred the further proceeding on the Irish Poor Relief proposition until Tuesday.—Sir J. C. HOBHOUSE, in answer to inquiry, stated that he had just learned there would be an immediate issue of prize-money on account of the Burmese war.—The House then proceeded to the consideration of the several bills introduced by the Government to diminish capital punishments in cases of forgery, &c.

**AWFUL CALAMITY.**—The town and neighbourhood of Mold were placed on Wednesday, May 10th, in a state of the most painful excitement, from an alarmingly fatal accident, which happened in the Argoed colliery, belonging to Messrs. Hampton, from which thirty-one men and boys have been hurried into eternity. It appears that a considerable increase of water had flowed into the mines from the northward of the works during the preceding ten days; this was supposed to come from some of the old works, or "dead," and, as the engines were powerful enough to keep it under, it excited no dread in the minds of the colliers, who continued their work as usual. On the men going down into the works in the morning, the water had increased to a great height in the east works, and about nine o'clock the underground agent gave orders to the men to leave off work and go to the surface. The order had scarcely been given when the roaring of the water rushing in with dreadful impetuosity was heard, and the men, eighteen in number, ran to the shafts and by a miracle escaped to the surface. The water was running past them as they were getting out, knee deep, and filling the engine-pits, which were on a lower level of coal. There were upwards of thirty individuals at work in the engine-pits when the water rushed in, only two of whom had the power of escaping, which they did by climbing up the engine; the others were too far off to render escape possible before they were covered with water. The steam-engine was immediately set pumping with all available power, but the water gained so fearfully upon it as to be in a quarter of an hour fifteen yards deep in the main shaft, thus rendering all power of assistance completely hopeless. The colliery bank during the day presented the most heart-rending scene, from the parents, wives, and children of the sufferers, some in despair, others still clinging to hope, calling on those relatives lost by them, in terms of frantic despair or the tenderest affection. It is quite uncertain when the bodies can be recovered, which depends upon the time the engine takes in reducing the water in the mine. No hopes are entertained of the lives of any of the men being saved, for should any have escaped drowning, the accumulation of foul air in the mine, after ventilation has been suspended, would inevitably suffocate them. The number of the sufferers has been ascertained to be thirty-one, ten of whom are married men, leaving large families of now destitute children. The body of one boy has been washed up.—*Chester Chronicle.*

**FAILURES IN AMERICA.**—Since the commencement of the distrust of American paper here, the amount of failures in New York have been estimated at 30,000,000 of dollars; at New Orleans, to the amount of 17,000,000; at Buffalo, to the amount of 8,000,000; at Mobile, to 3,000,000; at Baltimore, 5,000,000; at Boston, 2,000,000; and in other places of the United States, to the amount of 20,000,000 of dollars—making a melancholy total of 50,700,000 of dollars.

**TRADE TO PORTUGAL.**—An order in Council has just passed for the levy of ninepence per ton on all Portuguese vessels which shall enter any of the ports of the United Kingdom. The order bears date May 10th, 1837. Another order, of the same date, has passed for charging on goods imported in Portuguese ships a further duty of one-fifth over the already existing duties. These orders are a set-off against the Portuguese tariff decreed in November last.

## PROCEEDINGS OF PUBLIC COMPANIES.

## BOLIVAR MINING COMPANY.

An extraordinary general meeting of the shareholders in the above company was held at the offices, 9, Austin friars, on Saturday, the 13th inst. JOHN ROUTH, Esq., in the chair.

The advertisement convening the meeting having been read, the CHAIRMAN said, that at the last meeting it was determined a report should be made by a committee appointed to examine into the affairs of the company; which having been done, and minutely examined, they had drawn up a report, from which it appeared that the company had met with considerable drawbacks, both from the inferior quality of the ore and the expense of bringing it to market, which, however, from the means now adopted, and the suggestions made by the committee, would for the future be to a considerable extent, if not perfectly obviated; and which suggestions they had brought under different heads, viz., the concentration of the ore, the conveyance of the same to market, the sale, whether to be at Swansea or Liverpool, the subject of agency, the residence of the trustees whether in London or Liverpool, and the raising of additional funds to prosecute the undertaking; and which subjects seeming to the committee of most importance, they had given their opinion upon them to the following effect:—

"The carriage of the ore had hitherto been very irregular, caused by the wet season, at which time they had not been able to convey the ore to the place of shipment, being obliged in the dry season to carry down what they had raised in the wet; on this account they had suggested a railroad, which, however, was now superseded by the use of oxen, together with boats.

"The sale of ore they would not advise to be fixed, either for Swansea or Liverpool, but that it should be at the discretion of the trustees.

"The trustees abroad must be of the most confidential character, as the business would necessarily rest chiefly with them. The residence of the trustees at home they advised to be at Liverpool, as at that town they would have the affairs of the company under their immediate cognizance.

"The funds were recommended to be raised by additional capital, to the amount of 60,000*l.*, on debentures, the shareholders to have the option of taking them in proportion to the shares they hold."

The CHAIRMAN then remarked, that from the ores received that day, they found on assay, that they contained forty-two per cent. of ore.

Some resolutions passed at Manchester were then read, relating principally to the raising of capital, which were adopted in the advice given by the committee.

The CHAIRMAN, in reply to a shareholder, said that the debentures would be repaid the shareholders out of the first profits of the company, with a bonus of 50*l.* per cent.

Some resolutions were then read, which the directors proposed to submit at the next meeting.

It was then resolved, unanimously,—That the report and accounts, as submitted at the last meeting, should be received, adopted, and printed.

A vote of thanks having been passed to the committee,

Mr. FIELD asked, whether they were not given to understand at the last meeting that there was ore enough on the mines, if brought down, to realise 70,000*l.*

The CHAIRMAN, in reply, said that the value of ores at the mine was estimated at that sum.

Thanks having been voted to the chairman and directors, the meeting adjourned.

## SOUTH-EASTERN RAILWAY COMPANY.

The half-yearly general meeting of the shareholders in this company was held at the offices, 10, Coleman-street, on Thursday, the 18th inst. P. S. L. GARNPOLL, Esq., in the chair.

The advertisement convening the meeting in conformity with the Act of Parliament having been read, and the seal of the company affixed to the register of shares,

The CHAIRMAN proceeded to read the report, which stated, that the amended bill, submitted and approved of at the last meeting, had passed through the House of Commons, and was now advanced to the third reading in the House of Lords; the advantages they should derive from it would be very great, it would shorten the distance to Dover one mile, and would give them good gradients from end to end, of twenty feet per mile, superseding the use of inclined planes; the directors had also entered into a favourable contract for a tunnel through the Shakespeare Cliff; they could also inform the shareholders that the works were progressing steadily, and the line being divided into three stations, they were able to proceed without delay; the line of railway had lately been surveyed by a director, who reported that every thing was being conducted in the most satisfactory manner. The directors had not pressed the payment of the call of 5*l.* upon the defaulters, having a large supply in hand, thinking it unadvisable to coerce the payment for that reason, at the same time, bearing in mind, the great gloom on the money market, feeling assured that the property from its value would ensure the payment, but which, was left open to the meeting to deal with as might be thought fit; the confidence of the directors in the undertaking was strengthened, and the fact of two of the Brighton lines having amalgamated, and which are expected to join the South-Eastern, together with the line of railway, that the French legislature have sanctioned, which will run from Paris to Lille, and from thence to Calais, would ensure such a passenger traffic as to put the advantages of the undertaking beyond all doubt.

The statement of accounts was submitted, from which it appeared, that the sum of 35,016*l.* 7*s.* 6*d.* was at the company's disposal.

The CHAIRMAN, then remarked, on the improvements and advantages derivable from the amended bill, upon the operations along the line, as divided in three stations, and expressed his entire satisfaction in the whole of the works, as also his unabated confidence in its future prosperity; the number of shares that was paid upon was small indeed, being 8637 out of 18590 that was allotted, but considering the times in which the money was called for, it was nothing but what could be expected, and what had befallen all companies; it had not retarded the operations, and did not in the least daunt the directors.

A SHAREHOLDER here asked the chairman if one cause of the depression of the value of these shares, was not that of having fictitious signatures on the subscription list, referring to a paragraph in Lord G. Lennox's speech, in which was mentioned, the signature of a clerk for 30,000*l.*; if this was the case, he saw no reason to doubt, but that the value of the shares would be very much depressed, as also that of the undertaking.

The CHAIRMAN said, that such paragraph referred to a different company, having no connection whatever with this; their subscription list, they had every reason to believe, was perfectly correct, having gone through the House of Commons without opposition.

After some further conversation, in which the party making the inquiry expressed their satisfaction, and in which the subject of the non-payment and forfeiture of such shares was discussed, from which it appeared, that the forfeiture must be resolved on at a special meeting, and carried into effect by proceeding against the parties formally, it was agreed not to press the payment at present, but it was resolved, that the directors be recommended to adopt such measures as they may deem most advisable in respect with such shareholders as had not paid the last call.

Mr. WILLIAMS then rose, to move the reception of the report, in doing which he said he had great pleasure, seeing the favourable state of the company's affairs, and the continued good opinion of the directors. The motion having been put, was carried unanimously.

A SHAREHOLDER then proposed, that there should be two auditors appointed, that the accounts might be formally examined, and gave notice, that at the next meeting, he should move a resolution to that effect.

Mr. WILLIAMS, then moved a vote of thanks to the directors for their unwearied exertions in the company's behalf, and for efficient management displayed by them throughout their labours. Carried unanimously.—Adjourned.

## WEST WHEEL JEWEL MINING ASSOCIATION.

At the annual general meeting of proprietors of this association, held at the office, on Saturday, the 29th ult., the following report from the mining captains was read:—

REPORT.

**West Wheel Jewel, April 27.**—As you are about to hold the annual meeting for the above mine, we consider it our duty to furnish you with a report of all our proceedings in the past year, viz., the Old Adit shaft, in Wheel Jewel, has been cleared and repaired forty-six fathoms; Old Sump shaft, in our set, cleared and repaired to adit, forty-seven fathoms; Buckingham's shaft, cleared and repaired to adit, fifty fathoms, and under twenty is seventy fathoms; Footway, at Tolcarne, cleared and repaired to shallow adit, thirty fathoms; Quarry shaft, cleared and repaired nearly to deep adit, forty fathoms; South Adit shaft, cleared and repaired to shallow adit, twenty-eight fathoms; shafts sunk and cleared in Tolcarne, 261 fathoms. At Roselobby, we have cleared Morcom's shaft to deep adit forty-five fathoms, and have sunk north adit shaft to deep adit forty-six fathoms; cleared Roselobby Old Sump shaft to deep adit forty-eight fathoms; Wilkinson's engine shaft, under surface, seven fathoms; Western shaft, under surface, twelve fathoms; under way shaft, at Roselobby, to shallow adit, twenty-four fathoms; Footway shaft, cleared in Roselobby, 182 fathoms. In Tolcarne, we have cleared and repaired the deep adit, west from Old Adit shaft, to Old Sump shaft, about about fifty fathoms; South Level, on the tin lode, thirty fathoms; Cross-cut north, sinking winze, &c., twenty fathoms; from Old Sump shaft to Quarry shaft, sixty fathoms; west from Quarry shaft, ten fathoms; south from Quarry, twenty fathoms; shallow adit, west of Old Sump shaft, fifty fathoms; west from Quarry, forty fathoms; south from Quarry, fifty fathoms; south from Buckingham's, 100 fathoms; levels cleared and repaired in Tolcarne, 430 fathoms. At Roselobby, we have cleared and drove from Morcom's, north, 100 fathoms; west from new adit, thirty fathoms; north from Morcom's, fourteen fathoms; middle adit, 150 fathoms; shallow adit, fifty fathoms; west from Morcom's, on different lodes, fifty fathoms; levels cleared and drove in Roselobby, 394 fathoms. We consider all the above work has been done towards bringing the mine in a good state of working, which is allowed by every experienced miner that has seen it. You can see, as well as ourselves, that very little ground has been expended on the course made. In looking at all the objects in view, we consider this to be the best position will show you that we shall be driving on the course of the lodes, and clearing the old men's workings under the deep adit, and regularly making tribute pitches every month, both for tin and copper. We are now down to the back of the twenty fathom level, and so far as we have gone the lode is all worked away; this is a good omen, and a recommendation for pursuing this part of the mine with vigour. For the further working of the mine, we recommend to sink Buckingham's Diagonal shaft, by eight men; Buckingham's perpendicular shaft, by six men; clear the adit and twelve fathom levels, by six men; to drive the twenty fathom south, by four men; clear Quarry shaft, by four men; Wilkinson's engine shaft, at Roselobby, by eight men; clear Roselobby adit, by four men; drive west on Morcom's lode by four men; drive north, to cut the great gossan lode, by four men; making a total of forty-eight men underground. The above work done—we shall require the aid of eight or ten boys and four men to fill and haul which, with surface labourers dressing tin and other ores. The agency, materials, engine charge, &c., will be from 450*l.* to 500*l.* a month, which is not more than the favourable situation of our mine is deserving, for at least the next six or eight months; and we expect before that time to have completely explored all the old workings to the very bottom, and to be making handsome returns towards part of the monthly expenditure—at any rate we shall by that time, or before, have laid upon the whole concern ready for the inspection of any miner that you may choose to send to examine it. Referring to the work done by us as in the last twelve months, covering a run in length equal to one mile and a half of clearing, driving, and sinking, and the immense quantity of timber it has taken to cure the whole of it, we feel pleased at finding that we have arrived at our present state, at an expenditure of only 7400*l.* or thereabouts, which with engines and pit work 3400*l.*, is only 9800*l.*; and we have nearly arrived at that point contemplated in your prospectus, viz., bringing those mines into full operation, whereas competent persons were of opinion that the sum of 11,000*l.* will be amply sufficient, and there were others that stated to you it would take 14,000*l.* Now we do not expect that it will cost us quite so much as the sum you stated, although it has taken a longer period than we could have expected, and when we look at the mines by which we are surrounded, we mean those adjoining us, and on the same and parallel lodes, we defy the miner or any other artisan to point out one better situated. All this is correctly stated in our prospectus, and we rely with unabated confidence on the result, only have a little more patience; rely on the continuance of economy and doing our best for you, in which we doubly serve ourselves, for all your agents are shareholders with you, and nearly one-third of the scrip is in the hands of gentlemen well-known to you, and who reside within a mile of the mine, and who have arrived, as you are aware, large fortunes in Wheel Jewel, Wheel Daniel, Wheel Gariand, Wheel Unity, Polidore, Great Consols, Ting Tang, and our adjoining neighbours, and who only wait to see our ground properly explored, in full reliance that it will add to, and not diminish their property; from their locality to us, these gentlemen pay us constant visits, and know all we are doing, and are constantly urging us to push on, and if possible do more.

## WHEEL WALLIS MINING COMPANY.

At the first annual meeting of this company, held at Devonport, on Wednesday, the 3d instant, the following report was made to the shareholders, and received:—

REPORT.

I hereby beg to send you my report of Wheel Wallis, since May, 1836, during which period there has been about 100 fathoms driven on different lodes, several shafts cleared, and others sunk to a considerable extent, and many very important discoveries made by laying open lodes and veins of rich tin. The Goose Lode.—The adit, which is about 150 fathoms, has been cleared into this part of the set, where we have discovered all the backs of this lode above the adit to be taken away, as well as the principal parts of the bottom, as far as it could be followed by a water winch; I therefore conclude that great quantities of tin have been taken from this lode, and that by sinking the shaft, and extending the levels, good result may be relied on.

Swallow Lode.—On this lode we have made some very important discoveries. In driving the level east, we have passed over from twenty-five to thirty fathoms of good tin lode, varying from eighteen to twenty inches wide, worth 6*s.* per barrow; in addition to which we have, in sinking a shaft fifteen fathoms east of the present end, on the same lode, found a course of tin from two to two and a half feet in width, worth principally 5*s.* per barrow of twenty-two gallons. The tin discovered on this lode is considered by all who have inspected it, to be of the first-rate importance as to quantity and quality, and will make a good and lasting mine, independent of the other lodes. Also, this lode is intersected twenty fathoms east of the adit, by a fine counter lode, two feet wide, composed of mundaic, gossan, spar, and green or oxide of copper, which is deemed to be the mother of copper.

Park Guarra Lode.—On this lode we have driven from sixteen to twenty fathoms, which varies from three to three and a half feet wide, rich with gossan, and some tin distributed all through it, and occasionally very rich stones of tin in the caple. This is also intersected by one of Godolphin Bridge lodes, which is kindly for copper.

Crewell Lode.—We have driven about twenty fathoms east of the adit level, it carries a fine brent with gossan; and in the bottom of the north part a branch of very rich tin, four inches wide, for several fathoms long. The lode is very large, and tin all through it, and possesses every appearance of being near a great course of tin. The fourteen fathom level has been driven east a west some distance; the principal part of it produced tin worth about 3*l.* 12*s.* per barrow. The lode in the shaft is six feet wide, with tin distributed all through it, and in a fine brent; the appearance of this lode and size, as far as we have seen it, may be said to be a fine simile of the Great Champion lode, in Wheel Vor, which has produced a million sterling in tin; there is no reason why this should not do the same—in fact, I believe it will.

There has been various other work done in the mine, such as cross-cutting the eastern part of the set, clearing up and sinking shafts, and opening the backs of the lodes in different places, building houses, erecting winches, &c., &c., in fact as much as prudence would dictate before an engine be erected.

Having attended this mine from the commencement, above as well as under ground, I have had an opportunity of making my observations, which leads me to these conclusions, and I have no hesitation in declaring that Wheel Wallis is one of the best sets in the west of Cornwall, and I consider my opinion to be fully borne out under the consideration that we have four or six standard lodes besides these described. Two counter copper lodes, passing from Godolphin through this set, and all producing tin and copper (more or less), and presenting the most promising appearance of great and lasting returns. And as a further proof, it is only just to observe that, she is in the centre of the greatest mining district in the world, being at this moment surrounded with tin and copper mines, of the first magnitude as to depth, extent, and riches.—I pledge myself for the veracity of this report.

R. BOTTRALL, Agent.

## CHESTERFIELD CANAL COMPANY.

At a general meeting of the proprietors of the Chesterfield Canal, held on Thursday, the 4th instant, at the Angel Inn, Chesterfield, the usual half-yearly dividend of 3 per cent. was declared. In allusion to the efficient management of the affairs of the company, it was stated that Mr. Gratton of Thornefield, had been the agent for thirty-one years, during which period the receipts had amounted to 90,600*l.*, and the losses were under 50*l.*

**NEW HOLLAND.**—The Government intend to move in the House of Commons the grant of 1000*l.*, to defray a portion of the charge of an expedition to be dispatched for the purpose of "exploring the north-west part of New Holland," agreeably to recommendations of the Royal Geographical Society, "to ascertain the existence, or the contrary, of any great river," in the north-west portion of New Holland.

**COALS.**—Coals are now selling at Whitstable at 19*s.* per ton. Three weeks ago they could not be obtained under 40*s.*



## ORIGINAL CORRESPONDENCE.

## ESTIMATED QUANTITY OF COAL IN THE DERBYSHIRE AND YORKSHIRE COAL-FIELD.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—Your correspondent, "Omega," has fairly met the disputed question, by endeavouring to identify the seams of coal enumerated in my last communication. In return, I will endeavour to fill up the desiderata by such additional particulars as will establish their identity, but I must beg of "Omega" to keep in mind the original question, and not fly off at a tangent, because the coal seams do not run of an equal thickness and quality throughout the district. I took the average from several sections of actual sinkings, in various parts of the coal-field, and this was stated in my first communication. I intended to have been brief this time as the subject is getting rather stale, but I cannot be sufficiently explicit without again going over the coals in the order in which they have been arranged. No. 1. "Omega" allows that this coal has been worked at Barborough, and says that its base is there overlapped by the magnesian line; so it is, and does not, I believe, again emerge for a considerable distance, but I never heard that its existence was doubted, except by those who adopted Mr. Farley's notion, that a "zig-zag" fault cut off the coal measures on the eastern side of this district. The coal worked in the parish of Annesley, was unwatered by an adit from the Baythorpe Brook, where the Alfreton and Nottingham road crosses it, the water containing carbonate of iron (and probably the sulphate). I think it known as the "Middlebrook Spa." The seam was four feet in thickness, soft, and of good quality—its distance from the canal and contiguity to the "main hard" which is here, about six feet thick, is evidently the reason of its not being more generally wrought. No. 2. This coal, from Woolston to Flinton, will probably average six feet in thickness, it then becomes thinner until it approaches Yorkshire, where it is generally found nine feet. No. 3. We are agreed upon. No. 4. This coal is now working, and has been extensively worked in the neighbourhood of South Normanton, also over the tunnel on the Cromford canal, where the Butterley iron company are getting it in conjunction with a rich ironstone mine. It is the "Waterloo" coal at Shipley, and lies about fifty yards below the main hard; at Normanton, it is in two seams, one foot asunder, the upper three feet, and the lower, one foot six inches thick; it is five feet in Yorkshire. Nos. 5 and 6. "Omega" appears to identify, but hesitates "Alpha" gives "three good workable seams" as lying between the two hard coals (Nos. 2 and 7). I admit of two only. How is this discrepancy? I distinctly enumerated four workable seams, which are so well known, that it is unnecessary to search the Shipley pits for them. The strata at that place is an isolated counter-basin, and like the similar basins of Swanwick and the Lings, varies much from the general strata of the district; for instance, at the latter place, the main hard does not much exceed three feet in thickness, whilst at the two former, it has been found eight, and even ten feet. I think that the Ell coal is not workable at Shipley, which may have partially misled "Omega." No. 7. Agreed upon. No. 8. The pipe coal is now working at Babington—I believe at Chesterfield it is known as the "Town-end thin coal"—it is often found about twenty yards below the lower hard. No. 9. Agreed upon. No. 10. I here speak of the coal twenty-six inches in thickness, which "Omega" alludes to; it will be very generally worked, as the richest ironstone mine in the district is gotten in conjunction with it; for steam-engines or for house fires, it is not to be despised, at least it will not be when the prime coals are exhausted. No. 11. I never said that this coal was eleven feet in thickness, I only gave the local distinguishing name; I believe it was christened when the Cromford canal was cut through it at Codnor Park, and I beg to refer "Omega" to the Sponsons, for the accuracy of their measurement; I have lately seen it brought to ground from a new winning, where it is 100 yards deep and nine feet thick, including some batty partings, which generally characterize it; even at Silkstone, in Yorkshire, where it has attained such celebrity, it is so distinguished, it there "takes horse," and is found in two seams many yards asunder. No. 12. At Kilburn, this coal is five feet in thickness and of excellent quality. No. 13. Why does "Omega" infer that because this coal is inferior at Alton it is worthless? At Belper Lawn, it is very good, and preferred by the nailors to any other. I can point out other places where it is good, but I admit it is sometimes inferior, for which ample allowance is made in my general estimate. The coal which lies immediately above the Millstone Grit is not two feet in thickness, which was the reason for its rejection; but this, and many more that I could mention, will be extensively wrought when "hard up" for the "black diamonds." "Omega" will please to bear in mind, that several upper coals are worked in Yorkshire, which are not enumerated here; and I think he will then acknowledge that the total thickness is not overestimated. I am obliged by his kind invitation, but as I cannot depend upon being within 100 miles of him at the time appointed, I am compelled to forego the pleasure it would afford me to pay him a visit. He was quite mistaken in my being impatient at contradiction, the remark he alludes to does not warrant this construction. In alluding to the railroad, I took a geological view of the question, and am ready to maintain the opinion there expressed. As all the northern mails will probably be conveyed by the Midland Counties and the North Midland Railway, it is probable that this circumstance alone will operate against a circuitous route of nine or ten miles to accommodate the good people of Derby, who have certainly got to windward this time; whilst the imbecility of Nottingham and Sheffield will be properly rewarded, if no better accommodation is ever afforded than what is now in progress. I shall only observe, in conclusion, that the Butterley company ship everything down the Erewash valley, with which they are already connected by an excellent railroad. I am sir, your most obedient servant,

May 4. ALPHA.

## EXPLOSION OF FIRE-DAMP IN LEAD MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—I have read with much pleasure the valuable series of "Foreign Extracts," which has for several months past appeared in the *Mining Journal*, and forms an important addition to our usual sources of information on mining, and the sciences connected with it.

The last paper of this series, "on the explosion of fire-damp in a lead mine," is highly interesting, as authenticating the occurrence of a phenomenon so extremely rare, and at the same time apparently so improbable in its nature, that its existence was before almost a matter of doubt, although now rendered certain by the authority you have quoted, and admitting of satisfactory explanation from the circumstances under which it is recorded to have taken place.

The only account of a similar occurrence which I had previously seen, was in a curious old work, written about two hundred years ago, and containing incidentally a good deal of information on the state of mining in this country at that time. From this work I forwarded you several extracts, which appeared in the *Mining Journal* some time since; and in remarking upon the explosion of fire-damp described in one of them, expressed some doubts as to its correctness, supposing that the alleged "strange accident," might have had its origin rather in some trivial circumstance, magnified by the superstitious fears of miners, than in any real occurrence. In expressing this doubt, I was influenced as there stated, by the belief that the existence of explosive gases in lead mines, situated like those of Cardiganshire, in slate rocks, was an unprecedented and improbable circumstance, there being no apparent cause in such cases for that spontaneous generation of inflammable gases which is well known to be constantly going on in our coal mines, and is frequently in them productive of such terrible and fatal effects. I was, however, of course aware that explosions of fire-damp have occasionally taken place in the lead mines in the north of England, but as these are situated in rocks of the carboniferous series, often containing, indeed, thin seams of coal, the case to which I refer is evidently by no means parallel.

After describing the sudden holing of the adit at Talybont, and the tremendous rush of water from the old workings which immediately ensued, the writer alluded to thus proceeds to describe the second "strange accident," the correctness of which is now placed beyond any doubt. Omitting, as he states, all "Philosophical inquisition of natural causes," the circumstance is thus related:—"About four hours after, the violence of the water being past, Fisher, one of the miners, went in with more curiosity than wit, to see what effect it had wrought there, and being some sixty fathoms in creeping very low, his candle enkindled a vapour which came on him with three or four flashes, and he suddenly returning, had his hair burnt off, and his clothes scorched, in which conclusion it gave a crack like the report of a piece, and in a fierce gust of wind blew out the candles of three more coming after him."

The strict coincidence between the circumstances here related, and the similar accidents described to have taken place in the German mines, is very interesting, and distinctly proves the otherwise questionable accuracy of the "strange accident" at Talybont, and the veracity of the writer who relates it.

We may therefore consider it certain, that the sudden holing of adits to old workings filled with water, is not unattended with danger from explosive gases, a fact of some practical importance in mining. Perhaps some of your numerous readers may favour us with a detailed explanation of the causes in which explosions of this kind originate, the subject being curious and well deserving of further investigation.

I remain, Sir, yours, &amp;c.,

Hackney-road, May 3.

FREDERICK BURR.

## NORTHERN MINES AND RAILROADS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—I take the liberty of stating that our northern mines and railroads are somewhat neglected in your *Journal*, (as compared with the western and southern speculations) and I fear that you are not in sufficient communication with competent persons here to furnish information, where so much is going on. In fact, notwithstanding the prominent space occupied by the Cornwall mines in your useful *Journal*, and the high opinion which Cornish gentlemen-writers express of their own locality, I feel, from a personal acquaintance with both mining districts, that the north of England is really the most interesting district, as well as the most extensive in operation, of the two. At this moment the county of Durham is like a grid-iron; and a correct account of its various railways, either executing or completed, would be a curious as well as interesting addition to your statistical news. The quantity of iron way which will shortly overspread the late palatinate, will surpass, manifold, that of any other English county. Its new ports and harbours would merit also some attention: one of the best harbours in England (Hartlepool) has, within late, been excavated, as it were, out of the sea, and is about to absorb a great part of the shipping of goods in this country; thus realising, on the one hand, the well-directed foresight of the Trinity House of London and His Majesty's Government some years ago, who projected, though too early for the spirit of the age, the formation of a harbour here, as well for commercial as warlike purposes; and, on the other, the prophetic announcements of Professor Sedgewick, in his valuable paper on "the Magnesian Limestone of England," that, shortly, tracts for the transit of coal from the western part of the county of Durham, would be made across the terrace or table land of that formation to the sea. It is not improbable that his anticipations were one cause which has led to the piercing the limestone itself in search of coal, which is now becoming the speculation and riches of the north, where formerly it was believed that coal did not exist, or at best was shut out, like an extinguisher, by this impenetrable mass, as it was thought. Such is the debt of gratitude which is owing by the land-owners of Easington-ward, in this county, to the scientific reasoning of modern geologists, and for which Professor Jamieson, as one of the earliest indicators, is entitled to his share. How many years sooner this result would have ensued, if a scientific education had been afforded to the practical engineers of England, as is done in foreign countries, by the establishment of a mining school, is not for me to state. I believe, however, it would have carried Hutton's Wallend coals to the London market at least ten years sooner, and others consequently in proportion. I am, Sir, your most obedient servant,

[The letter of our correspondent we regret was mislaid. We have to offer our apologies for the delay in its insertion, while the subject matter demands our thanks. Our correspondent's second letter came to hand, for which we feel obliged; regretting, however, as we do, that circumstances preclude him from complying with our wishes.—Ed. M. J.]

## WHEELING AND TRAMROADS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—The well-arranged reports of "E. B." on "Irish Mining Operations," are very interesting. The concluding paragraph of which, in No. 89 of your valuable *Journal*, appears to me the most important; wherein is suggested, that the present depressed state of the copper market may in part be remedied, by attention to the economy or management of the different departments, without reducing below fair wages, miners and labourers, for hard work. I fully agree that the "wheeling" department, in particular, can be greatly improved; the present system of the wheel-barrow is surely a waste of labour that is highly objectionable. The using of that utensil should, therefore, be wholly condemned, both underground and at surface; and, as a substitute, let a light description of malleable iron railway be introduced, with small trams, suitable to the weight to be conveyed thereon; by these means a man will bring half a ton with greater ease than he could with the wheel-barrow carry one cwt. In coal mines, at many of which the produce is sold at the pit head at 5s. a ton of twenty cwt., and the coal brought three and four hundred fathoms from the "face" of the mine to the bottom of the shaft on railways; but even for the shortest distance—there the economy of railway conveyance is very perceptible, and why the general use of such, in copper and lead mines, would not prove proportionately beneficial, is what I have yet to learn. I am, yours, &c.

May 13.

A WORKMAN.

[We insert the letter of our correspondent, at the same time we may observe, however "E. B.'s" observation may apply to Ireland, it will be found that, in England, in most cases, tramroads are laid down, underground at least, in all mines where economy is practised, and a proper system adopted.—Ed. M. J.]

## BRAZILIAN COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—Fifteen months have elapsed since there has been a meeting of the shareholders of the Cata Branca company, and from all appearances, as many more are likely to occur before there is another; the directors, who alone are in possession of the state of the finances of the company, thinking it quite unnecessary to call a meeting.

Now, Sir, passing over the usages of other companies, and admitting that it must be quite convenient to the directors, with a good salary, to have, likewise, the information of the state of the finances exclusively; still, when they see the shares of the company are now worth 40,000l. less, than at the period of the last meeting (the prices being then ten, and now six), they ought to know, at least, that they are bound to the shareholders, to give them a full detail of the position of the company and its finances. Surely a yearly balance of accounts is not too frequent.

A SHAREHOLDER.

## STEAM-NAVIGATION TO INDIA.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—At the last meeting of the British Association at Bristol, it is well known that opinions were expressed by Dr. Lardner unfavourable to the application of steam to the purpose of navigation on distant voyages. The effect of such opinions, from an authority to which such weight is deservedly attached, could not fail to prove detrimental to projects then in progress for the establishment of a regular communication between Great Britain and America, by steam navigation. A recent article in the *Edinburgh Review*, attributed to the same authority, is greatly calculated to confirm this prejudice; and, as it is certain that none would more sincerely deplore than the gifted individual referred to, that his well-intended efforts to check a spirit of rash speculation, should discourage enterprise, and alarm those who may have embarked their capital in a well-founded expectation of effecting objects of equal interest and importance to the public, I am persuaded that none will more sincerely rejoice than the learned doctor, to find that the two principal assumptions on which he based the unfavourable opinions he has promulgated, have been practically and entirely disproved. Those assumptions were in effect the following:—

1. That an uninterrupted distance of 2200 miles "is the extreme limit of a practicable steam passage."
2. That to "convert a steamer occasionally into a sailing vessel, is a project liable to grave objections, and never countenanced by any individual, whose practical knowledge of steam power, applied to nautical purposes, is entitled to respect."

The East India Company have recently dispatched two large steamers, to be employed in their service in the Eastern seas. Accounts have been received of the arrival of the first, the *Atalanta*, at the Cape of Good Hope, to which settlement she had steamed uninterruptedly from Fernando Po, a distance of 2400 nautical miles. The second, the *Berenice*, reached Teneriffe in eight days after leaving Falmouth, having performed the passage in a shorter time than, perhaps, was ever before known, by sailing alone, without the use of steam. Thus ten per cent. is added to

Dr. Lardner's "extreme limit" of distance to be performed by steam (and much more may be accomplished), and "a steamer converted into a sailing vessel" has made a passage, by the use of sails, of almost unprecedented celerity.

I remain, sir, your very obedient servant,  
AN ADVOCATE OF STEAM-NAVIGATION TO INDIA  
BY THE CAPE OF GOOD HOPE.

## RAILWAY BILLS.

The House of Lords has adopted the following additional Standing Orders on the subject of railway bills:—

Resolved—That before any bill shall be read a second time in this House for making any railway, or for varying, extending, or enlarging any such railway already made, lists of the owners, lessees, and occupiers, distinguishing which of them have assented to or dissented from such intended railway, or such variation, extension, or enlargement, or are neuter in respect thereof up to the time of such bill having been brought up to the House from the House of Commons, and an estimate of the expense, signed by the person making the same, and a copy of the subscription contract aftermentioned be deposited in the office of the clerk of the Parliaments, and that the receipt thereof be acknowledged accordingly by one of the clerks of the said office upon such documents.

Resolved—That no committee on any private bill relating to railways shall have power to examine into the compliance with the standing orders, nor into any parts of the contents of any notice, list, application in writing, estimate, book of reference, or contract, nor of any plan or section, or copy of any plan or section, which are or may be hereafter ordered by any standing order of the House, to be given, made, deposited, or produced by the parties applying for such private bill previously to the second reading thereof in the House, excepting only in so far as may be required to enable such committee to report as to the sufficiency of the estimate to be proved in evidence before them according to the standing orders of the House.

NORTH MIDLAND RAILWAY.—Mr. Simpson's line of railway, from the south end of Clay Cross Tunnel to South Wingfield, has been contracted for by Mr. Trubshaw, of Leighton Wood, Staffordshire, who has been engaged on the Grand Junction line.

DUBLIN AND KINGSTOWN RAILROAD.—On the 13th inst. the works, which have been long in progress, for extending the railroad from Salt-hill station to the newly-completed quay at the angle of Victoria-square, Kingstown, were completed. Three o'clock was the time appointed for forwarding the first engine and train of carriages along the new line. Precautions having been taken, the work was successfully accomplished. A splendid new road flanks the metal way across a considerable portion of the harbour, the view of which is by no means interrupted, for the light iron railing in front is rather an improvement. The new terminus presents a strong contrast to the former one, and will prove beneficial to travellers returning from or proceeding to England. The managers of this public work are too much puffed off in the Dublin papers by themselves. Latterly their delays and procrastinations have been publicly spoken of. Velocity of speed seems with them entirely on the decrease, and we are now threatened with more delay.

EXETER AND FALMOUTH RAILWAY.—We regret to find that the bill for the proposed railway from Exeter to Falmouth is withdrawn. We had anticipated a geological treat in the openings of the cuttings of this line, which would have passed through some of the most interesting of primitive formations, and, in all probability, have led to the discovery of lodes of copper, tin, lead, and manganese, quarries of granite, slate, limestone, and courses of porphyritic *cleve*. The far-famed Polaphant quarries are contiguous to the line. The expectations of such discoveries in the line held out promise of creating for itself an abundant traffic. How far the general traffic and travelling would have supported the line, we have not at present time to inquire into; but, from every appearance, there are lines of much less importance now being executed. Our connexion with Cornwall and Devonshire lead us to feel an interest in this line, and we still hope that it may be found desirable to construct it. Such line would offer easy and expeditious means of a most agreeable excursion from the metropolis to the interesting mining district, the romantic cliffs and headlands, and beautiful harbours and bays of Cornwall.

BIRMINGHAM RAILWAY.—On the 18th of June next, part of the Birmingham Railway will be sufficiently completed so as to accelerate the northern mails. The Edinburgh mail, from London, will arrive at ten o'clock in the forenoon, instead of half-past one in the afternoon, as heretofore. The London mail will leave Edinburgh at four in the afternoon, instead of nine in the morning, thereby enabling correspondents to answer their letters the same day. The towns on the eastern lines of road will derive no benefit by this acceleration, as the mail will pass by Carlisle to Edinburgh.—*Leeds Intelligencer*.

PETITIONING AGAINST ANY FURTHER SPECULATION IN RAILWAYS.—A correspondent in the *Manchester Guardian* says:—"I beg leave to address you on the subject of railways, to suggest the expediency of petitioning the two Houses of Parliament not to pass any more Railway Bills during the present Session, except for alterations or improvements in lines upon which a great part of the work has been already done. It must be self-evident to any one that, in the present extreme of commercial embarrassment, the calls which will be required to complete the lines already in a forward state, must greatly increase the difficulties under which the manufacturing interest of the country is at present labouring, by extracting from those undertakings that capital which ought to be engaged in the legitimate business of the country, and by this means increasing the number of weavers, as well as other artisans, already out of employ. Notwithstanding the reiterated warnings and alarms which you sounded, week after week, about twelve months ago, many persons, I have no doubt at that time entered into railway speculations, which they have since had bitter cause to repent of; but having signed the Parliamentary contract, their case and property are left in the hands of professional men, to be wasted away, without their having it in their power to recall, in their sober moments, what they have done. Let the Houses at once come to a resolution not to pass another Bill during the present Session. How much more agreeable would it be to us to spend an extra half hour in going to Newton, than to see our neighbour ruined by paying up his calls upon railway shares!—Let us first get commerce set right—the monetary system regulated—our manufacturing in a more healthy state, without which the best lines of road will not pay—and when these objects shall have been accomplished, and we have gained more experience relative to railway construction and revenue, then, but not till then, let us go on again."

PRUSSIAN RAILROADS.—A plan has just been published at Cologne, of the line of the iron railroad, as fixed by the Prussian Government. From Cologne it goes to Mungersdorf, crosses the high road from Juliers, and passes between Weeden and Uesdorf, taking by Koenigsdorf and Mary, in a direct line, the direction of Bider, where it descends to Duren, and ascends beyond that town to Eschweiler, passing through Grich, Langerweil, and Weisweiler. Here the line becomes irregular, the road goes in curves by way of Roche, Vertanturheid, between Borcelle and Aix-la-Chapelle, through Beldschen, Erinburgh, and Rusch, to Herbstal, where it is to join the Belgian railroad. Between Aix-la-Chapelle and Erinburgh, there is to be a tunnel 500 rods in length; a second near Vertanturheid, and a third near Koenigsdorf; the two last are to be each 150 rods in length.

GOLD AND PLATINA.—The *Odessa Gazette of Commerce* gives the account of the whole amount of gold and platina obtained both from the mines of the crown and those belonging to private persons in 1836; it was—

Gold—Crown Mines	..	..	129 poods	17 lbs.
Private	..	..	134	21
Platina—Crown Mines	..	..	263	38
Private	..	..	117	25

—*Journal de St. Petersburg*. 137 42

IMMENSE FOSSIL HEAD.—A city correspondent informs us, that there has been just now imported one of the largest specimens of fossil remains yet seen. It was discovered in a cavern seventy-five feet below the surface of the ground, in Louisiana. Several naturalists have examined the head, and have not been able to trace to what class of animals it belonged. Preparations are making to exhibit it to the lovers of natural curiosities.

WATER.—A cubic foot of water weighs at the surface 62 lbs. 8 oz. 1 but at the depth of sixteen feet, the same quantity weighs 1000 lbs.



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**MEETINGS OF SCIENTIFIC BODIES  
IN THE ENSUING WEEK.**

SOCIETY.	PLACE OF MEETING.	DAY.	HOURL.
Royal	Somerset House.	Thursday.	8 P.M.
Antiquaries	Somerset House.	Tuesday.	8 P.M.
Linnæan	Soho-square.	Tuesday.	8 P.M.
Royal Medical and Chir.	53, Berners-street.	Tuesday.	8 P.M.
Civil Engineers	1, Cannon-row.	Tuesday.	8 P.M.
Geological	28, Leicester-square.	Tuesday.	8 P.M.
Society of Arts.	Adelphi.	Wednesday.	7 P.M.
R.I. Society of Literature	St. Martin's-place.	Thursday.	4 P.M.
Royal Institution	Albemarle-street.	Friday.	8 P.M.
Royal Geographical	21, Regent-street.	Monday.	9 P.M.
British Architects	43, King-st., Covent-garden.	Monday.	8 P.M.

**PUBLIC COMPANIES.  
MEETINGS.**

Great Western Railway.	London Tavern.	May 22.	1.
South Polgoth Mining Company.	12, Pancras-lane.	29.	3.
London and Croydon Railway.	London Tavern.	29.	1.
Gwiner Mining Company.	Great St. Helens.	30.	1.
Bolivar Mining Association.	9, Austin-friars.	30.	1.
Wicklow Copper Company.	Dublin.	June 1.	1.
British Tin Mining Company.	5, Adam's-court.	2.	12.
Llanelli Railway and Dock Company.	London Tavern.	5.	1.
Grand Junction Canal.	Crown and Anchor Tavern.	6.	11.
Cornwall United Mining Association.	Truro.	21.	7.
Redruth United Mining Company.	George and Vulture Tavern.	7.	1.

**CALLS.**

North Consols Mining Company.	10s.	May 22.	Barclay, Bevan, and Co.
Borington Park Mining Company.	10s.	26.	Williams, Deacon, and Co.
Great Western Railway.	5l.	29.	Harford and Co., Bristol; Bank of Liverpool.
West Wheel Jewel Mining Co.	10s.	June 1.	23, Threadneedle-street; Western Dist. Bank, Truro.
London and Croydon Railway Co.	5l.	2.	Jones, Lloyd, and Co.
Durham County Coal Company.	4s.	20.	Williams; Darlington Dist.
European Gas Company.	2s.	July 10.	Ladbroke and Co.
Alliance Gas Company.	14s.	12.	Ladbroke and Co.
Birmingham and Gloucester Rail.	24l.	Aug. 1.	Birmingham Banking Co.; Gloucester Banking Co.; and Glyn and Co., London.
Treburget Mining Company.	8s.	Aug. 9.	Vere, Sapte, and Co.

**DIVIDENDS.**

United Hills Mining Company.	14s.	May.
Anglo-Mexican Mint Company.	12s.	June 1.

**NOTICES TO CORRESPONDENTS.**

**ERRATUM.**—The balance in favour of the Polgreen Mining Company, as stated at the General Meeting, on the 9th inst., should be £1071 14s. 11d.—not, as given in the last Journal, £171 14s. 11d.

**PATENT SAVING FUND.**—At the request of several subscribers, we have to announce that specimens may be seen at our office. We need hardly add, that in every other instance, as in the present, which involves the question of security of life and the adoption of economy in mining operations, we shall at all times gladly afford every facility to give publicity.

**THE MINING JOURNAL,  
And Commercial Gazette.**

LONDON, MAY 20, 1837.

The importance of economising to the greatest possible extent, all those varied and often in themselves trivial operations, by which mineral produce is discovered and rendered available, is a subject which has often occupied our columns, and the necessity of close attention to this point we have repeatedly endeavoured to impress upon our readers. Although rigid economy in mining operations must be at all times desirable, it is, we regret to say, at the present time, far more imperative than under ordinary circumstances would be the case. A fall of about thirty per cent. in the price of many of our most important species of mineral produce, in the short space of less than a twelvemonth, and the present complex and gloomy aspect of commercial affairs, forbidding as it does any hopes of immediate relief, afford strong inducements—much stronger indeed than can occur in the usual course of events—to fall back upon our own resources, and to endeavour, since we cannot make prices rise to meet our present expenses, at least to make the cost of production approximate more nearly to the present reduced value of the produce.

In making these remarks, we are well aware of the great talent and ingenuity which has already been bestowed on every branch of mining operations; we are well aware of the extraordinary skill and perseverance which continued through a long series of years, have given birth to the present highly improved and admirably regulated system on which all the well-conducted mines of this country are now managed. Keeping in mind this circumstance, we still recollect how much has been done in the comparatively short space of time over which our own recollection can extend—we remember that the system of mining, beautiful and perfect as it appeared to us many years ago, when we first became acquainted with it, has since been greatly improved in almost every one of its details, and economised in almost every one of its processes.

On calling to mind these circumstances, on reviewing only what we have ourselves witnessed, we cannot help feeling assured that much more may yet be done; that the last few years, rapid as the march of improvement has been, have not exhausted the resources of ingenuity, although they may have somewhat circumscribed the sphere in which it can in future be exerted, and that much more may yet be done before the working of mines, and the operations of metallurgy can be considered to have arrived at perfection.

If we examine the expenditure of mines, we shall find that a large proportion of the expense is comprehended under two principal heads—labour, and materials. It is chiefly, therefore, to these points that attention must be directed, in all that regards economy, although there are many others of minor importance, that ought by no means to be disregarded, and to which we may hereafter advert.

With respect to the first of these subjects, or labour, two things are deserving of consideration—its direction, and its remuneration. The beneficial direction of labour is, we believe, the most important point in mining; to make the greatest discoveries, and to realise the greatest amount of produce by the smallest expenditure of labour, is an object to which the closest and most rigorous attention of the miner should be given, and even this will be of little avail, unless the most thorough knowledge, and the most sound discrimination be possessed by the individual to whom the management of affairs is confided. The remuneration of the working miner must of course be in great measure proportioned to the price of the produce which his labour obtains; that this should be the

case, is in accordance with the immutable laws which do, and ever must govern society, but it is not in this respect that we should desire to see further reduction or economy than is inevitable from the nature of the case. The working miner dearly earns the very moderate pittance which is allotted to him; a life of incessant fatigue and danger is not over recompensed by wages scarcely, or often not at all, exceeding those of the ordinary labourer on the surface—and we should be the last to wish or to recommend a diminution of his earnings, further than that to which we have before alluded, as, from the nature of things, necessary and inevitable.

With regard to the expenditure incurred for materials, our opinions are, however, extremely different; here we believe that economy may and ought to be practiced to the farthest practicable extent—a course which may be attended with the greatest benefits to the miner, without bringing any corresponding evils in its train, and to which we would therefore direct attention by every means in our power.

We have already pointed out, on more than one occasion, a mode of economising the use of gunpowder in mining operations, and the columns of our Supplements have contained much practical information on the subject. It appears that this method has been eminently successful in many of the mines of Germany, where it has been tried, and although not absolutely free from objection, as appears by letters received from our correspondents, we believe it may in many cases be applied with great advantage, and are therefore desirous of seeing it more extensively used, under every variety of circumstance that may admit of its application.

In the columns of our Supplement of next week, further information will be found on this subject, and to this, as well as that which has preceded, we would direct the attention of our practical mining friends. The method we allude to has been found very successful in Germany, and we believe, that by numerous and careful experiments, varied according to circumstances, so as to determine the most advantageous mixture and the circumstances most favourable to its use, that equal benefit may be derived from it in our own country. These experiments then, will, we hope, be tried with perseverance, and the result recorded in our columns, both for the guidance of others, and for mutual advantage.

The manufacture of whip-ropes from iron wire, is another instance of economy recently introduced by the German miners with success, and this process we have fully and minutely described in one of our "Foreign Extracts;" giving such illustrative cuts as would enable the experiment to be easily effected in the mines of our own country. Here then we would point out another process by which the consumption of materials may very probably be economised, should sufficient attention be given to it; and all that is necessary in either case is a series of experiments which may be cheaply and easily made, and which will very shortly determine, in a satisfactory manner, how far the improvements we have alluded to are applicable to our own mines. Should the result of the trial be successful, a great and positive advantage is gained; should it be the reverse, the expense or labour incurred is too trivial to be placed in competition with the benefits which might reasonably have been expected to arise from it, and, except by experiments of this kind, it is obvious that improvements can never be effected.

We have received a copy of Mr. BARCLAY MOUNTENEY's pamphlet, addressed to the Directors of the "National Brazilian Mining Association," and in noticing it, we deem it right to advert to the first pamphlet, circulated some months since, and which was the cause of Mr. E. OXFORD's remarks, to which the present pamphlet purports to be a reply. It certainly is a matter of taste as to the publication of the pamphlet before us, and if we differ from the writer on this point, it is no reason we should not concur with him in some of his remarks. Our object in directing attention to the pamphlets, with Mr. OXFORD's observations, is with the hope that there will not be a further continuance of this paper warfare, from which no benefit can be derived, while it is calculated to excite feelings of an unpleasant nature, and, certainly, to injure, rather than to maintain or uphold, the mining interests. Mr. MOUNTENEY, if injured, we presume, has his remedy at law or equity, and we must confess, that we would rather have seen an action brought against the parties who were neglectful of their pledges, than that Mr. MOUNTENEY should have descended to give extracts from correspondence, which he could only have acquired in his official capacity, and which, therefore, must to a certain extent, be treated as a breach of the confidence reposed in him, as the secretary of the Company.

In a letter to JOHN IRVING, Esq., as president of the "National Brazilian Mining Association," Mr. MOUNTENEY complains of the conduct of Mr. OXFORD towards him, and, as appears to us, with good reason, indeed, we believe but one opinion exists as to the origin of certain companies, and the course pursued by certain parties to promote their own interest—careless and callous of that of others, so that the end was attained. We are induced to review this first pamphlet, that we may fairly consider the points in dispute. As these, however, are mere matters of pounds, shillings, and pence, as between Mr. MOUNTENEY and the directors, we shall briefly notice them at the same time that some inuendoes, conveyed in the shape of notes, appear to require remark. For instance (p. 4), he recommends to the subscribers never to be satisfied with copies of the mining reports, but to look to originals. Now what is to be implied from this, but that the purported copies are mutilated, and not in accordance with the originals? This assumption, if correct, must have been known to Mr. MOUNTENEY while in the service of the Company, and, we think, a duty was imposed on him to have exposed any attempt at deception, regardless of the views or wishes of any one of the directors, and certainly not to have allowed a system of deception to be pursued, which was (if correct) highly reprehensible to all parties concerned. To this pamphlet a rejoinder, in the shape of an answer, from Mr. E. OXFORD, was laid on the table at the office of the Company, for the perusal of the shareholders, in which that gentleman cites some remarks of Mr. MOUNTENEY, and contends that the increase

of salary was contingent upon the success of the Company, it appearing, moreover, that the directors have rendered their services gratuitously, if we may except Mr. O., who may be said to have done well in the concern, if we may judge from the sums received and the interest reserved by him. We must, however, proceed to notice Mr. MOUNTENEY's reply. This pamphlet is, as Mr. M. observes in his preface, "more generally interesting," as it treats on subjects in which the interests of the shareholders are involved; and while we cannot conceal from ourselves the facts so narrated, it must ever be to us a source of regret that we obtained the information through the channel of the extracts made by an officer holding a confidential appointment in the service of the Company.

Mr. MOUNTENEY "grapples" with Mr. OXFORD's explanation, and, in a note, remarks on the circumstance of Mr. OXFORD having received two several sums of 6000*l.*, in addition to 2070*l.* insurance on his life, and 2750*l.* "paid to him by the Brazilian proprietors, for the advantage to him of his introduction." This last bonus, we must say, appears to be highly objectionable, as it is, in fact, a bribe taken from the Brazilians, to work their mines, and embark English capital in their development. If, however, the fact was known at the time, there is less moral culpability. Mr. MOUNTENEY, in his note, remarks, "that the 'Mocaba Association,' was not established by Mr. OXFORD on the basis of Brazilian law," and remarks on the "jugglery" practised on the Brazilian Government. We can only say, we regret the circumstance, which, indeed, reflects little credit on any of the parties who might be cognizant of the fact. We hope Mr. MOUNTENEY, as secretary of the Company, was kept in ignorance.

The gist of the pamphlet is to prove that Mr. OXFORD constitutes the board, and that Mr. OXFORD has done Mr. MOUNTENEY an injury, but we must confess, that however such injury might have been inflicted on Mr. MOUNTENEY, the shareholders would doubtless have complained, had the secretary's salary, in the absence of dividends, been raised simply because Mr. OXFORD had promised it. As a matter between the two gentlemen, they are welcome to settle it, but most certainly, whatever Mr. OXFORD might have pocketed from the adventure, he had no right to dispose of the funds of the shareholders, and to assume that office, which we agree with Mr. MOUNTENEY is highly objectionable, "the dictator." Indeed, the high respectability and business habits of other members of the board, would have induced us to have considered this quite *outré*, were it not for the assertion so boldly put forward by Mr. MOUNTENEY.

We do not presume to offer an opinion on the merits or talents of Mr. MOUNTENEY, for whom we personally entertain feelings of friendly esteem, but we cannot, in our notice of his pamphlet, conceal, that he has unwittingly allowed himself to be affected seriously by the "*cacoethes scribendi*," and, we fear, not to his advantage. We wish him well, but, as interested in the advancement and success of mining affairs, we would rather that he had confined his compositions to manuscript.

We have already devoted too much space to the subject, and it is only that it may serve as a beacon to those who would indulge in letter writing, that we have thus noticed the subject at length.

The commercial relations subsisting between this country and the United States of America, form at the present time, a subject of intense interest, not only to the parties immediately involved, but to the whole mercantile community. During last year, when prices were high, and credit almost unlimited, engagements to an enormous and unprecedented amount were entered into between the leading houses of the two countries; since that time, prices of all kinds have become fearfully depreciated; credit has been shaken—almost, indeed, annihilated—and under these widely altered circumstances, the former rash and overwhelming engagements have now to be met.

On the disastrous state of things which has thus ensued, it is needless for us to remark; the interest to which our Journal is devoted, has in common with all others, felt it most severely, and is now suffering—severely suffering under its effects. Struggles and exertions almost without precedent have been made in this country to meet the crisis; and a similar course has been pursued in America, but unfortunately with much less success than here, as all the late accounts will show; and although we have been pleased to see slight shades of occasional improvement in our own affairs, it is too evident that time alone can bring round a more healthy and prosperous state of things, and effectually remedy the evils under which we are now suffering.

In another part of our columns will be found a description of the present state of commercial affairs in the United States—a description certainly of a very gloomy character. We must, however, bear in mind in reading it, the vast resources which that country possesses, and the consequent buoyancy of her commercial interests—circumstances which will, in all probability, enable her to recover much more speedily from the shock, than other less favoured countries would be able.

Among the singular features in the present condition of the United States, we would remark more especially on the eagerness with which she has for some time past engrossed an undue share of the precious metals, and the tenacity with which she still holds them—a course, the policy of which we consider very dubious, even as regards herself, while to England and to Europe generally, its tendency must be most pernicious. It appears even, on the authority of the Correspondent of the *Times*, that a large amount of the precious metals is actually withdrawn from circulation, and locked up in the banks in the shape of deposits, of which no use is made, and for which no interest is paid, being liable to be drawn out at pleasure, and merely placed there for safe keeping.

Viewing this fact in connexion with the new American securities with which we have recently been inundated, and the favourable reception they have met with in this country, there appears to us reasonable grounds for doubt, whether it is at all safe or prudent for such securities to pass current here, while the *bona fide* metallic currency of the country from which they emanate is thus withdrawn from its proper and legitimate office of a circulating medium, and locked up in the manner we have noticed. Should this



extraordinary state of things really be correct—should there be so little confidence in America, that her metallic currency, the only solid basis of her vast monetary transactions, is thus hoarded up, and kept from employment, surely it behoves the merchants of this country to pause, before they receive, with implicit confidence, the securities to which we have alluded.

## THE FUNDS.

CITY, FRIDAY EVENING.

The British funds have been firmer during this week, the quotations having advanced. Consols closed at the improved quotation of 91½, money and account. The Three-and-a-Half per Cents. Reduced Annuitants advanced to 98, and the New Three-and-a-Half per Cents. to 99½. Bank Stock to 207 money. India Stock is 260½, money and time. The premium upon Exchequer Bills has gone back to 32 34. India Bonds are 33 35.

There has been more activity in Spanish Bonds, in consequence of the tenor of the dispatches from the north of Spain, and they have closed at the improved quotation of 24½, ex Coupons, which, with Coupons, is about 25½. Old Coupons, 54; New ditto, 34. Passive Bonds, 6½; Deferred, 9½. Portuguese New Bonds, 49½; Three per Cents. ditto, 30½. Russian Bonds, 108. Dutch Stock, 53½; and the Fives, 99½ 100. In the share market but little has been done. Great Western are 1 pm., and Birmingham have gone back to 35½ pm.

## LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 91½; Exchequer Bills, 32 34; East India Bonds, 33 35; Dutch Five per Cents., 99½ 100; Ditto Two-and-a-Half per Cents., 53½; Portuguese Five per Cents., 49½; Ditto Three per Cents., 30½ 1. Railways:—Stephenson's Brighton, 4 3 dis.; Great Western, 1 pm.; London and Birmingham, 35 7 pm.; Southampton, 23½ 22½ dis.

LONDON, MAY 19.—All sorts of metals continue dull of sale (copper, possibly at a reduction) excepting spelter, which has run up from 12½ to 15½. 10s. within the last fortnight, the extreme reduction having brought in heavy buyers.

TRURO, MAY 18.—Average standard, 100l. 1s.—Average produce, 7½.—Average price, 4l. 15s. 0d.—Quantity of ore, 2534.—Quantity of fine copper, 191 tons 2 cwt.—Amount of money, 12,152l. 3s. 6d.—Average standard of last sale, 96l. 1s.—Produce, 9½.

LIVERPOOL, THURSDAY EVENING.—The arrivals from America have caused a considerable depression in town, and several failures have taken place, whilst others are daily expected. There has been some inquiry for foreign sugars, during the last few days, but holders seem unwilling to sell at present prices.

GLASGOW.—Some anxiety prevailed upon 'Change, in consequence of the announcement of the failure of two eminent firms in Glasgow. Under existing circumstances, we do not feel warranted in giving names; one of the parties alluded to was extensively engaged in the India trade, and the other in the cotton trade.

YORKSHIRE.—The trade of this district continues flat, merchants and others not wishing to enter into extensive engagements until the Money market becomes more easy and settled. In the markets last week, however, more sales were effected at Leeds than for some months past; yet the aggregate amount was not large, and there was no improvement in price.

THE POTTERIES.—The trade continues exceedingly depressed, especially with those houses whose commercial intercourse is principally confined to the Americans, the advances from whom are still very gloomy.

BERLIN.—The pecuniary embarrassment and heavy failures in England and America, begin to affect this city. Several large houses at Dantzic and at Elbing have stopped payment.

LONDON AND GREENWICH RAILWAY.—Number of passengers for the week ending May 17:—May 11th, 3611; 12th, 2558; 13th, 2992; 14th, 6312; 15th, 23,267; 16th, 24,601; 17th, 13,080—making a total of 76,121 passengers; and realising (with footpath), £2090 8s. 5d.

## AMERICAN COMMERCIAL AFFAIRS.

We extract the following account of the state of commercial affairs in the United States, from the *Times* newspaper; it is furnished by the correspondent of that Journal, at New York.

"In the city of New York there are twenty-three banks, or joint-stock companies. In their vaults they have about two millions six hundred thousand dollars in specie (gold and silver). These same banks have deposited with them, for safe keeping, without paying any interest therefor, by private individuals, more than fifteen millions of dollars, which sum may be drawn or drawn for at any day in the week that their wants may render necessary, their apprehensions render prudent, or their caprices render capricious. This statement, which is based upon a knowledge of the facts, will show how utterly impossible it is, at this juncture, to ship specie from the United States in large sums, because the moment that draughts were made upon the banks for a foreign market, and these draughts paid, many of the depositors would become alarmed, and withdraw their funds in like manner, in gold and silver; the consequence of which would be, that there is not a bank in the city that could meet the run beyond the first day. It must also be recollected, that these deposits are exclusive of the public deposits. Under such circumstances the Bank of England, if necessary, must be sustained by the Government, at the same time it must avoid, as far as practicable, collisions with your private bankers and joint-stock companies. An opposite policy will prove most disastrous.

"I have heretofore remarked, and I now repeat it, that a great proportion of the metallic currency of this country is locked up in the vaults of the western banks. It has been withdrawn from the Atlantic cities, and transported to the western and south-western states, to pay for the public lands; and it is now deposited in their banks to the credit of the Government, and withdrawn from circulation. It is thus withheld from the performance of its appropriate use, as currency, by virtue of the Treasury order of the 11th of July last, which order the President refuses to modify or rescind; and as there is an unappropriated surplus in the Treasury of more than \$40,000,000, it will require months of commercial operations before it can be again brought back to the markets of commerce, and thus thrown into circulation, to pay the foreign debt which this country owes.

"The distress and panic now pervading the United States have never been equalled since the revolutionary war. At present it operates most severely upon mercantile and trading men; but such are its ramifications, that it must reach very soon every class of society. Business seems drawing to a close. Sales of almost every description are at a stand. Many of the great works, such as railroads and canals, undertaken by private companies, are suspended. The same remark applies to extensive manufactories, which are discharging their workmen, and to both house and ship-builders. All seem panic-struck.

"The accounts from every quarter of the nation are of the same gloomy character. Every mail adds to the list of failures. In this city, during the month of April, about 250 houses have already suspended payment, some of them for unprecedented amounts. It will be fortunate if this number is not doubled within the next thirty days."

MANCHESTER AND STAFFORD RAILWAY COMMITTEE.—When counsel were admitted into the room on Friday, they were informed that the committee had come to the opinion that the preamble had been proved. The clauses of the bill were then gone into, and some new ones introduced and agreed to. At four o'clock it was announced, as usual, that the speaker was at prayers; but, in order that the committee might, if possible, get through the bill so as to report it on Monday, thereby saving a great expense arising out of the attendance of counsel and agents, the chairman went to obtain leave of the House to sit an hour longer. This request was accordingly granted; and the remaining clauses of the bill, were all agreed to.

NORTHERN AND CENTRAL BANK.—Accounts from Manchester announce the failure of one of the Directors of the Northern and Central Bank. His liabilities to that establishment are said to amount to 70,000l. and this circumstance has had the effect of reducing the shares to seven discount.

RAPID TRAVELLING.—The *Carlisle Patriot* says, "The beautiful new locomotive engine, the Eden, performed the distance between Milton and the London-road station, on the Carlisle and Newcastle Railway, on Saturday last, in the astonishing short space of time of ten minutes, being at the rate of seventy-two miles an hour."

## MINING CORRESPONDENCE.

## ENGLISH MINES.

## WHEAL BROTHERS MINING COMPANY.

May 15.—I have but little to report to you since my last communication, as our men have been loading and unloading the waggons with the castings, assisting the engineers, &c., consequently, but little or nothing has been done underground. The water still continues a few feet above the forty fathom level. I have also to inform you that the castings for the engine are now all on the mine, and the boiler, I expect, will be brought here this evening. The engineers are also here, busily engaged in erecting the engine.

GEORGE BENNETTS.

## CORNUBIAN MINE.

May 13.—In surveying this mine to-day, I find that the sixteen fathom level east is very much improved, having a good branch of lead in it, and I expect to have the same run of lead that we had in the levels above very soon. The same level west, lead small, but rich; on the west counter, a large strong lode, with plenty of lead in it: a good lode in the pitches in the back of this level. The eight fathom level, on the east counter, the lode is split in three; we are now driving to cut the south part, which I expect to do by Tuesday. Same level east, on the Chiverton lodes, the lode is looking very promising, with a small portion of lead in it. We finished, on Monday last, putting eighty tons of lead on board at Truro, consigned to the river Dec. We expect we shall have eighty tons more ready by next Saturday, of which fifty tons were raised last month, and we hope not to fall off in this and next month's returns.

JOHN BORLASE.

## HOLMBUSH MINING COMPANY.

May 15.—I beg to inform you that the lode in the eighty fathom level west, continues one foot and a half wide, kindly, but not rich. The lode in the stopes, in the back of this level, is two feet wide, a good course of ore. The lode in the east end, at this level, is poor at present. We have driven through the cross-course at the sixty-two fathom level west; the lode is fifteen inches big, very promising. The lode in the winze, below this level, is one foot wide, good work. We have no material alteration in any other part of the mine. We sampled, at Cotehele quay, on the 12th inst., 119 tons 7 cwt. 2 qrs. of copper ore—very good quality. S. SECCOMB.

## ST. NEOT'S AND ST. CLEER CONSOLIDATED MINES.

May 15.—Gonzion.—Our operations here, during the last few weeks, have consisted of clearing Charles's shaft, and driving the cross-cuts north and south in the fifteen fathom level, bolting the Punchbowl adit, stopping the manganese, clearing and sinking Triphill shaft, and driving on the large lode west. The lode in the Punchbowl adit, west of the cross-course, is poor for tin; and as it is pretty far from the stamps, we have put the men on the lode in Triphill shaft. In Charles's shaft we expect to cut the south lode daily; this same lode, in Triphill shaft, further east, is four to five feet wide, averaging between three and four cwt. of black tin to the 100 sacks, and is very near the stamps. We find very extensive old workings east of the shaft, from which large quantities of tin must have been taken. We have little doubt that this is holed to an old adit, near the bridge, which, had we known some months' since, would have saved us the expense of our north adit, and prevented the interruption we have experienced this winter from water. This discovery will probably obviate the necessity of further prosecuting our north adit, and be the means of stopping a very expensive part of our plan. The proving the manganese lode has led to a very encouraging prospect, as we meet with good stones of copper in the bottom of the level; and there is no doubt it is the back of a good copper lode, and is very large. To avail ourselves of this, it will be necessary to sink much deeper than our present workings. The best means of prosecuting it will be a subject of consideration. Tin Hatches.—The north lode, in the east end, is three feet wide, and produces five to six cwt. per 100 sacks. Such is the scarcity of horses at present, owing to tilling, that our pile has gained on the stamps a full fortnight's work. We shall sample about eight tons of tin this month.

CHARLES ROW.

## NORTH CORNWALL MINING ASSOCIATION.

May 13.—I beg to inform you, that in consequence of a leak in the boiler, which was caused by the loss of rivets from the boiler, the water has been left in the mine, and it was not until Thursday that we were able to resume our works; consequently, there is no material alteration since my last report.

JAMES STEPHENS, SEN.

## ST. HILARY MINING COMPANY.

May 13.—Fifty Fathom Level Driving East.—There is no alteration in the appearance of the lode in this end since my last communication. I have the satisfaction of stating it continues productive. Fifty Fathom Level West.—We have taken down the lode in this level during the last week, and the end has not yet intersected the slide, which we are desirous of cutting through, to enable us to resume sinking the new western winz-shaft in the ore ground going down under the forty, in the western part of the mine, to the fifty. Sixty Fathom Level East and West.—The men have been engaged in cutting the plat at this level, and they commence driving east and west on Monday next on the course of the lode, six men in each end. We have set two more pitches, one to four men, and the other to two men, at the fifty fathom level, since setting day, at 8s. tribute.

C. N. BEATER.

## ROCHE ROCK MINING COMPANY.

May 15.—In the underground department there is nothing new to notice different from last week's report; the levels, especially east, continue equally favourable. As soon as the shafts and some other less preparations are completed, which will be in a few days, I hope to dismiss every thing connected with the late expensive mode of drawing the work, which will be effected by the steam-whim. The water, of course, falls off a little from the stamps, and so will the monthly cost for the labourers, as they are at present less difficult to get, and more willing to work at reduced wages.

S. ROBINS.

## POLBREEN MINING COMPANY.

May 13.—The lode at Stainby's engine-shaft, fifteen fathom level, is just as it has been for some time past, yielding good work for tin. In the back stope from the twelve fathom level, east of Vice's shaft, on the Downright lode, we have a course of tin, about from fifteen to eighteen inches wide, very rich. An improvement also has taken place in the back stope from this level, west of Vice's shaft, on the Flat lode. All other operations in this mine remain just as it has been for the last fortnight.

R. TRELKASE.

## SOUTH WHEAL LEISURE MINING COMPANY.

May 13.—The lode at the fifteen fathom level, since my last, has become more promising, having this week broken some very good stones of ore. At the twenty-five fathom level, during the week, the men have been employed in desuing, or uncovering the lode.

JOHN BARCLA.

## EAST WHEAL STRAWBERRY MINING COMPANY.

May 15.—The summen at Grout's having finished clearing up the shaft at the thirty-five fathom level, are now employed in cutting a plat at the same level, which I expect will be finished about the middle of the week. At the twenty-five fathom level I do not see any alteration since last reported. We have set a new pitch at the fifteen fathom level, at 6s. 8d. in the pound. At Orchard there is no change in the lode in the sixteen fathom level. We have removed the men at the twenty-four fathom level from driving north, and put them to drive west, as before, on the south lode; and since their commencement, the lode is rather improved, being about sixteen inches wide—good work for tin. The tributaries are working satisfactorily.

FRANCIS EVANS.

## REDMOOR CONSOLIDATED MINING COMPANY.

May 15.—Johnson's shaft is now sunk to the fifty fathom level, and by the middle of this week we shall have a sink of three feet under it, when the cutting a plat will be immediately commenced, preparatory to driving the level. In driving the forty fathom level south, we have a lode, about eight inches big, producing silver lead ores, of very good quality. The pitches in the back of this level are looking very well. In the twenty fathom level north, the lode is still turning out good work. Our tributaries are working well. We shall sample, in the latter part of this week, a parcel of silver lead ores, computed twenty tons, of good quality.

H. RICKARD.

## WEST WHEAL JEWEL MINING ASSOCIATION.

May 15.—Buckingham's Diagonal shaft is now down four fathoms one foot six inches under the twenty fathom level; it still continues speedy for clearing, and we anticipate to get to the bottom in about a fortnight. The lode is worked away in each end of the shaft, which is very promising for making returns, as soon as the levels are cleared. The deep adit is now completed from Quarry shaft to Buckingham's shaft, by this means we have stopped drawing water to the shallow adit, and eased the lode of the engine. Stopping west from the winze, west of Quarry shaft, we find the lode tolerably good for tin, but as it was getting deep and expensive, we stopped it, and put the men to clear Quarry shaft; when that is done, by clearing out the deep adit, we shall be able to take it away at a less expense.

M. WILLIAMS.

## EAST CORNWALL SILVER MINING COMPANY.

May 15.—We are getting on with driving the cross-cut, north of Flapjack shaft, at the twenty fathom level, as fast as possible, to intersect the lode at that level. The lode in the ten fathom level, west of Flapjack shaft, is about six inches big, composed of white iron and muddle. The lode to the east of Mexico shaft, under the ten fathom level, is still producing silver, but not rich, but looking promising. We have stopped the stoping, as it is getting inconvenient, being so near the bottom of the shaft, and are working the back, which is more convenient, and better for silver at this time, but the lode in the bottom is still kindly for making silver, but we shall not be able to work it to advantage until such time as the cross-cut is into the lode to drain the shaft. We are getting on with the dressing with all possible speed.

R. BENNETTS. J. WILLIAMS.

## ALBION MINING COMPANY.

May 16.—The lode in the seventy fathom level, east from engine-shaft, is three feet wide, of a very promising nature, producing large and good stones of ore. The lode in the sixty fathom level east, is very large and kindly; we may reasonably expect a good lode soon, judging from the appearance of the lode gone down, just over and before this end, under the forty-seven fathom level. The lode in Nicholson's shaft, under the forty-seven, is three feet wide, ore throughout; this shaft is six fathoms and a half under the level, and twelve fathoms below the sixty end. The lode in the forty-seven east, on the south part of the counter, is two and a half feet wide, producing stones of ore, and a small leader of silver and lead ores—hitherto we have always found the lead the forerunner of copper ore. The lode in the forty-seven east, on the north part of the counter lode, is two feet wide—poor. The lode in the forty east, at present is also rather poor. The lode in the winze, under the forty fathom level, is two feet and a half wide, ore throughout. We have this day sampled for April month, fifty-five tons, and have left a small parcel which was rose in West Liberty.

J. MIDDLETON.

## CORNWALL GREAT UNITED MINES.

May 13.—Eastern District.—Yesterday was our measuring and setting day, when we set the following bargains:—One fathom to drive west, by six men, on the course of the lode, in shallow adit, at Wheal Julia, at 14l. per fathom. We have in this level one of the best courses of tin in this county, although the ground is so very hard, six men broke 150l. worth of tin from that end last month. We are not driving the east end, in consequence of bad air. The men that were employed there I put to sink against the men that were rising from the deep adit, to expedite the holing of that ground: after having a communication there, we shall raise from that level ten tons of tin per month. The rise is set to six men, at 7l. per fathom. We did not set the winze sinking below the level, in consequence of the water. We are now in the act of boring through, which I hope to accomplish this evening. Immediately on having a communication, we shall put men to drive east on the course of tin. We are getting on very well with our engine.

JAMES CLYMO.

## CORNWALL UNITED MINING ASSOCIATION.

East Wheal Providence, May 16.—The engine-shaft is sunk four fathoms under the eight fathom level, and there has been a lode of tin and copper, of very excellent quality, for three fathoms; by its underlay north, the shaft is nearly gone through it. We are also raising in the back of the eight fathom level, on the tin lode, both east and west of the engine-shaft, and we have very good work for tin. We have finished building the burning-house, and we expect to have three tons of tin prepared for sale in about three weeks. We are driving a cross-cut south, at the eight fathom level, to intersect the south tin lode, which we hope to cut by the end of this month.

WILLIAM HOOPER.

Silver Hill, May 16.—This mine has to-day been inspected by Captains Hambly, Hooper, and Trevelthan. They consider the appearances of the copper lode to be so favourable, that they have recommended that the engine-shaft be sunk forthwith to the depth of twenty-fathoms below the adit level. The lode consists of fine gossan, with yellow ore in it, and varies from one foot and a half to three feet wide.

JOHN BROWN.

## WEST WHEAL BROTHERS MINING COMPANY.

The lode in the thirty-three fathom level is increasing in size, in a firm stratum of ground, with a small leader of tin, very regular, and fine stones throughout the lode of a good quality, as the tin in the course of stamping looks very well. A sort of floor, inclining south, passed through Henrietta shaft, composed of spar and granite, with spots of tin; it will be seen in driving the cross-cut to the forty-three fathom level, whither it has a good effect on the lode, as it must come in contact with it near that level. The silver lode, in the forty fathom level, and in the shaft, is just as last reported.

J. CARPENTER.

## TRELEIGH CONSOLS MINING COMPANY.

At the thirty fathom level from the engine-shaft, there is every appearance of being near the lode, and in my next I hope to give you some good account of it. From Williams', at the twenty fathom level, by this day week I hope to see the north lode. In each of these places the ground is congenial for ore. At Shauger the shaft is going down in a strong lode, two feet wide, producing good stones of ore, in a peach and spar. At the twenty fathom level west, the lode is about the same size and quality. From each of these places we are daily saving ore. The east end, at this level, has a good appearance also; the lode is two and a half feet wide, with a regular leader of ore about eight inches wide, worth 8l. per fathom in driving, besides leaving a back and bottom of good tribute ground. The pitch, in the bottom of the level above, continues to look well. I expect these tributaries will break in the two months nearly 100l. worth of ore, at 7s. in the pound. The pitch, on Maria lode, in the bottom of the ten fathom level, continues to produce ore, and all the tributaries are working well, and getting good wages. In fact, if our prospects continue to brighten as they have in the last fortnight, Shauger alone will produce ore enough to pay the present expenditure. At Shaugher, the lode continues large, and produces good stones of yellow ore. We have two men clearing a shaft in the old mine, and can hear the men working in the level under. We have drawn from the twenty fathom level to-day, eleven kibbles of rich ore.

W. SINCOCK.

## ROYAL POLBEROU CONSOLS MINING COMPANY.

St. Agnes, May 16.—In the forty fathom level, west of Vigers's shaft, we have discovered the South-house lode in the past week, which is of a very promising nature; and the stratum of ground similar to that which has been so productive in the level above; and, notwithstanding we are five fathoms, or thereabout, south-east of the tin ground going down in the bottom of the thirty fathom level, we have broke some excellent tin stuff from this end in the past week. In the fourteen fathom level, north from Wheal Whitlow, the North House lode is looking well, producing tin of the first quality; the lode is about one foot wide, of excellent work. At present our progress in opening here is slow, the ground being very hard; therefore it will be some time before we can say much of the extent of this now promising discovery. Sinking on this lode, about six to seven fathoms below the present level, will intersect the Pie lode, which has been one of the most productive lodes in this mine; therefore, there is great encouragement to expect that this will prove a valuable discovery, being in a great extent of unexplored ground. Our men throughout the mine are working comfortably at present, both tributaries and tutworkmen. In my report of next week, I hope to be able to give a more confirmed statement respecting these improvements. We are not getting on quite so fast with the work at Old Polberou as I anticipated, in consequence of being obliged to cut down or enlarge the shaft, it not being of sufficient size to contain the pitwork and other conveniences—still we are getting on well with it. Our summen are also getting on very well with Vigers's shaft. If no accident occurs, I have no doubt that they will complete the shaft to the fifty fathom level in about three weeks.

JOHN BENNETTS.

## BRITISH COPPER MINING COMPANY.

May 17.—Although we had made up our minds to sample yesterday, we could not do so, in consequence of an accident happening to the crushing-machine, and for want of mules to bring the ores from the crushing-floors to the mine; therefore we are obliged to defer sampling until next Tuesday. The lode in the forty-two fathom level is from three to four feet wide, at present rather poor. In the fifty-two east, the lode has increased in size, with good stones of ore, and is more promising than it has been for some time past. Some of the pitches in these levels are also improved. We have holed from Midwinter's to the twenty two fathom level, and have now sufficiency of air and other conveniences, and are enabled to resume the driving of the twenty-two fathom level in this promising part of the mine. In the sixty-two cross-cut we have cut through a part of the lode, which is about three feet wide, the same part on which we drove two or three fathoms in the level above, but finding it (the fifty-second) to be unpromising, I set the men to drive on the north part, which proved to be the main part, or rather the main lode; this, I think, is yet further north, in the sixty-two, especially as what we have cut has not let down all the water from the fifty-two, nor is the cross-cut driven so far north as I had calculated we should have to drive before we cut the lode. The part we had cut through is composed of caple, spar, and a small quantity of ore; but in the level above, in this part, there is no ore, nor had we right over on the north part; but above three fathoms west there is a good lode gone down in the bottom, and also about four or five fathoms to the east, so that we shall have to drive a few fathoms east and west, on the course of the lode, in the sixty-two, before we get under the ore gone down in the fifty-two.

J. STEPHENS.

## UNITED HILLS MINING COMPANY.

May 16.—New Engine Shaft.—The lode in this shaft is from three to four feet wide, composed of gossan and spar, and ground favourable for sinking. Twenty-five Fathom Level.—In the eastern end of this level the lode is small, and producing but little ore. The lode in the winze sinking below this level is three feet wide, with ore throughout. In the western end, the lode is three feet wide—two feet good ore. Adit Level, East United Hills.—In this level, the lode is about eighteen inches wide, producing some stones of ore. Adit Level.—In the western end of this level, the lode is four feet wide, producing ore of a coarse quality. In the eastern end the lode is three feet wide, with ore of a fair quality. Ten Fathom Level.—The lode in this winze is about eighteen inches wide, coarse in quality; pitches much the same as at survey day. Twenty Fathom Level.—At this level the lode is about two feet wide, producing some ore, with a very promising appearance, and much improved since survey day. Twenty-one Fathom Level.—In driving west at this level, the lode is small and poor, and not much ore. Twenty-seven Fathom Level.—The lode in this level continues very good for ore, it is about two feet wide, and of a very promising appearance. Thirty Fathom Level.—The lode at this level is not so large as it was last week, it is two



feet wide—gold ore; pitches much the same as at survey day.—*thirty-six fathom level*.—We can report no alteration in the cross-cut driving east of Barton's shaft—lode continues large, with some ore. CYRUS PENROSE.

#### ENGLISH MINING COMPANY.

May 16.—At Great St. George seventy fathom level, no improvement of importance has taken place. The lode is from two to three feet wide, containing a very small quantity of ore. Callaway's, the twenty fathom level, west of Goyen's, contains a lode fifteen inches big, of killas, spar, and ore, not very valuable, but more promising than for some short time past. The same level east, has undergone a greater degree of irregularity than usual during the past week; the lode at present is about nine inches wide, and at an inclination of two or three feet in the fathom, would produce two tons of ore per fathom. The northern lode, east of this shaft, contains a lode of branches, varying in size from three to six inches; they contain ore just sufficient to induce us to take some pains in saving it. The appearances of the level driven east of the western cross-cut at the twenty are good; the lode is nine inches wide, some portion of which is very promising ore ground, and the remainder consists of white spar and killas. The north part of the lode at the ten, west of Goyen's, is in a disordered state, occasioned by various small branches dipping into it from the north; it is hoped, however, that a favourable change will take place on its again extricating itself from these branches. The south part of the same level is from nine to twelve inches wide, and on the whole is poor. The indications at the ten fathom level, east of Goyen's, are not so flattering as usual; here also branches have intersected the lode, and, after having caused great confusion, have tended very considerably to diminish its size. The north lode at the twenty fathom level, west of Goyen's, has presented appearances of a very favourable character during the past week, it is now between eighteen inches and two feet wide, and will produce three and a half tons of ore per fathom, valued at 3l. per fathom; it contains also spar, caple, and jack, and, although somewhat harder than we should wish, is on the whole remarkably promising. The same lode at the ten, until within the last two or three days, has likewise been unusually pleasing in its general character; it is now one foot big, of soft killas, jack, and ore, producing of the latter about 4l. worth per fathom. The lode in the adit level, west of Stephens', is regular, small, and poor. About six inches of the lode at East St. George forms a leader of good yellow ore, the remainder is composed of spar and caple. Since our last, a change of no small importance has taken place in the sixty fathom level, south mine; a few days ago the lode was looking extraordinarily well, and, although not so good at present, will yield, at the very least, three tons of ore per fathom. About twenty fathoms remain to be driven before the level will communicate with the old workings, so that, if our prospects continue as they now are, some very good backs will here be laid open for the tributers. The cross-cut, at the thirty fathom level, north of Cotcher's, has lately passed through an ore branch or two, and is now in tolerable good ground, we are, consequently, in daily expectation of intersecting the lode. The ground in Campbell's shaft is exceedingly hard. Burton's shaft is completed to a ten fathom level, and a further five fathoms have been set, at 7l. per fathom. The tributers are working as well as could be expected, under the existing circumstances of the copper market. At Wheel Leisure, the lode in the engine-shaft is somewhat deteriorated, it contains, however, a good size, and is composed chiefly of spar. The ninety-six fathom level eastward, exhibits a large lode of good-looking spar, intermingled with ore, but of the latter there is not sufficient to enable us to keep it distinct from the attle. A second branch has been cut, driving towards Kernick's lode, at the ninety-six, containing a little ore. We anticipate seeing Kernick's in the course of two or three weeks, provided the ground continues as it now is. At the eighty-six fathom level eastward, the lode is very large and yields a small portion of ore; it must, however, be borne in mind, that the lode here is only occasionally cut entirely through, it being much cheaper in driving, to take part of the lode only, in conjunction with a portion of the surrounding country. The lode in the eighty-six fathom level, west of the engine-shaft, is eighteen inches big, of spar, mudic, and spots of ore. No important alteration has occurred in any portion of the tributers' ground since the setting. The workings of this mine, since last republishing the main engine, have proceeded with much regularity and satisfaction, and we have no reason to doubt that such will continue to be the case.

Shortly after the setting, the bottom level at Wheel Prudence presented a more ordinarily animated appearance, the lode became much easier for driving, and was certainly much richer than when reported at the setting; within the last few days it has again become harder and somewhat less productive, it will still, however, yield three to four tons of ore per fathom, and on the whole looks very encouraging; a great abundance of mudic has lately made its appearance, in the winze sinking from the thirty-two to the forty-two fathom level, this has caused a decrease in the quantity of ore, which is now, not more than one ton per fathom; the pitch at the back of the sixty-two fathom level is looking remarkably well, and from it a large quantity of ore will, no doubt, be broken during the present two months take; some good stones of yellow ore have been extracted from the lode at Wheel Friendship, two or three handfuls of them thrown promiscuously together, made a produce of six and three-eighths. The deepest adit that can well be made is now in progress from the river in the valley. And when the lode is cut and driven to the shaft lately sunk in the enclosed land, an endeavour will be made to sink to prove the lode as far below the adit level as is practicable, during the summer. HENRY HUMPHRIES.

#### TAMAR SILVER LEAD MINING COMPANY.

May 15.—The lode in the eighty-five fathom level is increasing in size, and improving in appearance. We have holed the winze from the sixty-five to the seventy-five fathom level, and shall resume driving the seventy-five fathom level, but preparatory thereto shall take down the lode, which has a very promising appearance, and has been left standing for some time. We have already commenced clearing the twenty-three, thirty-five, and forty-five fathom levels north, and the 115 fathom level south, where we intend to lay a railroad. The sinking of the engine-shaft under the 125 fathom level is unavoidably postponed, until next week, as we shall be obliged to stop the engine on Friday next, to cleanse, and will take until the Tuesday following to fork the water. The lode in the back of the 125 fathom level continues to turn out good work. We have to-day sampled a parcel of silver-lead ore, computed thirty-two tons. MARK JAMES.

#### NORTH CONSOLS MINING COMPANY.

May 13.—I have this day made a minute survey of the underground department of this mine, I find the fifty-six fathom level to be cleared and repaired about six fathoms east of the cross-course; found the gannies of the lode to be large, little of it to be seen, and at this time is full of rubbish. I anticipate this end will be shortly cleared out in order to facilitate the clearing of it; the men are ordered to work this afternoon, and all working time, as we are exceedingly anxious to see the appearance of the lode. The lode in the twenty-four east is two feet wide, composed of spar, jack, and some good spots of ore, at this time assuming a promising character. The lode in the sixteen fathom level, west from the cross-cut, is about one foot wide, composed of spar and mudic, poor at present. The lode in the eight fathom level, east from shaft, on the new lode, is about eight inches wide, poor. The shaft is sunk under this level three and a half fathoms; in consequence of the water being so very quick, I was not able to see the size or appearance of the lode. J. MIDDLETON.

#### REDRUTH UNITED MINING COMPANY.

May 15.—The lode in the forty-four fathom level, east of the engine-shaft, is four feet wide, with tin and copper ore bespangled through it. The lode in the said level, west of the engine-shaft, is four and a half feet wide, with stones of copper ores in it. The lode in the thirty-two fathom level, east of Gooding's shaft, is three feet wide, producing a small quantity of tin ore. The lode in the winze bottom of said level, east of the engine-shaft, is three feet wide, producing stones of copper ores. The lode in the twenty fathom level, west of Cock's shaft, is three and a half feet wide, producing tin and copper ores. At Buckett's the lode in the thirty-two fathom level, west of Butler's shaft, is about one and a half foot wide, composed of spar, mudic, and copper ores. The branch in the said level, west of cross-cut, is about one foot wide, with a small quantity of copper ores in it. The lode in the twenty fathom level, west of Buller's shaft, is two feet wide, producing a quantity of mudic. The lode in the twenty fathom level, west of Buller's shaft, is two feet wide, producing a quantity of mudic. The lode in the twelve fathom level, west of Buller's shaft, is two feet wide, composed principally of spar, with a small quantity of copper ores. At Cujah, the lode in the rise back of the twenty fathom levels, is two feet wide, composed principally of mudic, with a small quantity of copper ores. R. GOLDSWORTHY.

#### PERRAN CONSOLIDATED MINING COMPANY.

May 15.—I have embraced the earliest opportunity of surveying the underground operations in these mines on my return from town, and have the satisfaction to state, that throughout the concern the prospects are of the most encouraging description. A great portion of our tribute pitches are looking well, the men are working with spirit, and we hope are likely to earn good wages. The ground in Mudge's engine-shaft is becoming favourable for sinking, and by the end of June we calculate to be down to a thirty fathom level. At the twenty fathom level, driving west of Mudge's engine-shaft, we have a lode three feet wide, producing rich work for lead, mixed in a pretty soft sugar spar, blende, mudic, &c. At this level, driving east of the great engine-shaft, nothing can present a more flattering appearance than the lode there does, it is from three to four feet wide, composed of soft white spar, jack, mudic, and large rocks of rich lead, and of course making, as we extend that level and valuable ground, to be taken away by tributers. The remaining bargains, such as south adit cross-cut, &c., remaining just as before noticed in former reports. We intend, about the end of this week to ship for Bristol about forty tons of lead ore, agreeably to your instructions received through the secretary, on the 21st instant. R. ROWE.

### FOREIGN MINES.

#### NATIONAL BRAZILIAN MINING ASSOCIATION.

Cocao, Feb. 7.—Since the 7th inst. no alteration has taken place in our mining operations, with the exception only that we have commenced rising on the vein No. 3; the samples taken from it present very little difference in their produce or prospects from those of Nos. 1 and 2; the latter we consider, as stated in the last report, to be the Caxorinha vein. The accompanying plan, which I beg to hand you, will show the present position of our works. C is the rise on the lode, and D a level, driven off from the top of it; E is a level driven north, to intersect the veins represented by the dotted lines drawn through the former proprietors' workings on them, to the north of Felicianas shaft. We find the lode very large, but up to this time none of them have been discovered; E is the south level on the lode, in which we have discovered three veins, marked Nos. 1, 2, and 3. One was also discovered in the cross-cut on cutting the lode, but we were prevented from following it, by the difficult and running nature of the ground. On Nos. 1 and 2, we have excavated a great many fathoms, but have been obliged to deviate from their direction, as seen at G and H, in order to avoid some bad or running ground, which we found very troublesome to get through, as has been stated in the foregoing reports. The rise G is now in firm ground, in which we shall continue to rise about three fathoms further, in a parallel direction to the veins, and then extend a level from the top of it to intersect Nos. 1 and 2, and the vein in the cross-cut, where we hope to find them less difficult to follow. Vein No. 1 appears not to have been discovered in the Rasgado mine, as the general plan shows no traces of workings on it. At the Cavaco we are still stopping the backs and washing the stuff in the canvas; the produce of which will about pay the present expenses there. J. HITCHENS.

Produce (Cocao) from 7th to 15th Feb.—5 marks 5 oz. 5 oits. 17 grs.—Prudice (Cuinha) for January.—5 lbs. 10 oz. 6 dwts., Troy.

Cocao, Feb. 27.—The samples taken from the veins at Mac Donnell's during the last ten days have been tolerably promising, particularly from No. 3, but the vein itself has been small, consequently there is not much increase in our produce; the whole of the jacotinga, which is very large, continues to be auriferous. The enormous expense occasioned in drawing the stuff from this part of the mine by horses, has induced us to put up a small temporary drawing-machine, which will be applied to Waller's wheel; the carpenters have already commenced on it, and are promised a reward to complete it in a month, which we have no doubt they will accomplish; by this means we shall be almost immediately relieved from the present current expense, of upwards of 2000 reis for every six months, as your estimate; and to complete the present machine, all the necessary materials are on the mine, and no extra expense will be incurred. At the Cavaco, the backs still continue to give a little gold, as may be seen by the returns. We are still driving at the Conceicao, but have not yet cut the lode or branch in it.

Gold—5 marcs. 2 oits. 60 grs. J. HITCHENS.

March 9.—As we extend our levels, &c., at Mac Donnell's, the water is naturally increasing, and our present pitwork is not sufficiently large to keep it under; the men therefore, that are employed in the shaft have been since last report, and still are, changing it, nothing in consequence has been done towards sinking. We have recommenced clearing the cross cut west, in the ten fathom level, for the purpose stated in report, No. 80, from which we have taken out an immense quantity of stuff and are now nearly ready to commence driving. The samples taken from the veins, Nos. 2 and 3, have not been quite so good as they were during the preceding ten days, and very little of the stuff that has been broken has been drawn to the surface, on account of the whim being almost constantly occupied in draining the stuff from the cross-cut. The ground in the rise (G) continues to be tolerably firm, notwithstanding it is necessary to timber it, because it is of that nature that the moment any water touches it it crushes together immediately. In driving north, we have not intersected any veins up to this period, but the lode is becoming softer, and is more promising, and very large. The driving of the south end has been rather impeded, owing to our not being able to keep the stuff; the lode is very large, and favourable for going through. At Lobolob nothing has been done in driving, the men having been employed in sinking a shaft for ventilation and for the extraction of the stuff. There is no alteration in the cross-cut at Conceicao. The samples from the stopes at the Cavaco have not been so good. We are making rapid progress in erecting the drawing-machine spoken of in last report, and I think it will be completed in the time specified, viz., one month.

The produce of gold since the 27th ult., from Mac Donnell's stamps, 1 marc. 6 oits. 68 grs.; from the Cavacocanvas, 2 oz. 2 oits.—total, 1 marc. 3 oz. 68 grs.

#### Extract from Commissioner's Letter.

March 9.—The gold produce for the last ten days, you will observe, is much diminished, but it is owing to little or none of the stuff from the vein having been sent to the stamps. The board will see by the mine report, that a great deal of ground has been expended since the 27th ult., and we therefore deem it necessary to inform them also that little or none has been brought to the surface during the same period, partly because the whim has been otherwise occupied, and partly because the extraction of stuff has been much impeded by the rising of the water in the shaft, while shifting the lift to prepare to get down the sixteen inch working barrel.

#### BRAZILIAN MINING COMPANY.

Cata Branca, Feb. 18.—I have only to enclose you gold report from the 12th inst. to this day inclusive. You will observe that we have, for the last week, only managed to keep Carpenter's and one side of the new stamps supplied, and even this latter not fully. This is to be attributed to our having been employed upon the ground south-east of the Olho Major, which, from the quantity stamped, you will be sensible, is considerably softer than it used to be. Fortunately it holds in value, and will do admirably when we can mix a little of the harder lode with it, and this will be when we are down sufficiently in the engine-shaft (another week or ten days) to commence another stope.

Feb. 28.—I have at length the pleasure to acknowledge the receipt of your letter of the 7th December. I was glad to find that my letter of the 9th September had reached you, and that such immediate steps had been taken to secure the miners and artificers applied for. The opinions I therein expressed of the value of the mine I yet retain. It is true that, as yet, we have not made a pound of gold to every fourteen tons of ore stamped, but it will never do to take this or that mouth separately. Many parts of the lode at Cata Branca will give much more, many doubtless less. As a whole, I believe the estimate I have given will be found very near the mark, and I maintain, that from three to four pounds per day ought to be turned out, and sincerely hope you will, by sending out hard working, young, and active labourers, if to be had on the terms I have stated, enable me to secure so admirable a return. Herewith I beg to hand you a tracing of the workings, which should have gone forward some time ago. The black line points out our present position. You will see that not a little work has been done. Immediately stope No. 6 is home, I intend commencing driving, to meet the deep adit, to increase our stopping ground. The former, I am sorry to say, still continues hard, but every exertion shall be made to get it up. The long distance we have at present to bring our ore to the stamps, makes that part of our process very heavy indeed. Should all our lode become as that we have lately been working on, from stope 5 to 7, it would be impossible to keep more than our last new stamps supplied; they would get through forty tons of it a day. I do not, however, anticipate that such will be the case; on the contrary, the next stopes even may be of a firmer nature. I conceive it to be the Olho Minor, as it goes down extending longitudinally, a circumstance not to be regretted, if we can manage to get enough of it. In the engine-shaft we shall this week be enough down for another stope, and I am mistaken if it prove not so good as ever. The stones I have yet seen are of the right sort, and, as I anticipated, we have them in the shaft this time, thereby proving the whole lode, as it goes down to extend westward, an important feature, and in my opinion, in our favour.

I must now once again call your attention to our stamping-mills. Having since I last addressed you, witnessed the immense superiority of our last new set, both to the old and Carpenters, and bearing in mind the wretched state of the wheel of the former, and the axes of both, either of which may go every day, I have deemed it best to put the new wheel between the two, allowing both to run on, if they will do so, until it is ready, and which, I hope, it will be in (comparatively speaking with the last) a short time. The lace is admirably adapted to it, and the wheel of Carpenter's stamps will answer for the smith's shop, as before stated. Thinking it will be better to get the speed by gearing than by axle, I enclose a list of the work required. By the time the order is here, the wheel and axes shall be ready, and if we succeed in getting English labour, to keep, say forty-four stamp-heads constantly going, reserving the remaining four to meet casualties, I trust we shall turn out a produce satisfactory to all.

On the 19th inst. the amalgamators, having run one month, were stopped. The result I enclose, by which you will observe that we have fallen short of the strike side 7 oz. 8 dwts. 9 grs. I can in no way account satisfactorily for this, for until the result was known, I felt sure they were perfectly successful; indeed, in every other respect they have been so. The loss of quicksilver is perfection; indeed, it is impossible that any machinery can go smoother than it does. So convinced am I that it must answer, that I have to-day commenced another trial. I beg to observe, that from the pans the same passes through precisely the same process as the sand from the stamps, viz., over strakes, on which strakes no gold has ever been found, a clear proof that none could have escaped the mercury.

Gold return from 12th Feb. to 4th March (stamps only partially at work), 26 lbs. 11 oz. 11 dwts. 9 grs. W. COTESWORTH.

#### MINAS GERAES MINING COMPANY.

Feb. 9.—The works in both ends of our side level are proceeding regularly; the ground has changed for the better, and I hope, if we are not interrupted from the air getting worse in the south end, to hole in eight or nine days.

In our pumping operations we have not done so much, as regards the depth, during the last two days, although not less water has been drawn than formerly, the workings being much wider below than above, consequently contain more water at this depth.

Feb. 10 and 11.—There is no alteration in our principal works to remark, with the exception that the air in our south end is getting bad again, and causes much trouble and delay to the men stationed there. We have replaced the small pair of bellows with a larger air-machine, but have not been able to succeed with satisfaction, on account of the general bad state of the air at present existing in the mine, until we have holed the side level for ventilation. The water is going down with more speed than previously; we have now taken it out to a depth of twenty-seven feet. With equal exertion on the part of the negroes, the daily result, as to the depth, varies so materially, as from five to thirty inches, arising, as before said, from the different widths of the workings at different depths.

Feb. 13.—I have been a good deal alarmed to-day, on account of our new wheel pit, which has been in considerable danger, from a great stream of water coming down the mountain with amazing fury; but the strong masonry resisting the pressure of water and rubbish, no injury whatever was achieved, and the heavy shower which occasioned the accumulation of water soon abated, and left us free from apprehensions. Our works in the mine are going on as usual, a free air in the south end is still bad, if not worse, than last week; our progress in this end must, therefore, be slow, and our hoisting retarded from this circumstance.

Feb. 14, 15, and 16.—Since the last shower, on the 13th, we have had continual heavy rain during these days, which had checked materially our surface works, as the natives do not think of attending to their work on rainy days; and it is as well they do not come at all, as there is little service performed by them on such occasions. The worst thing we had was the bad state of air in the side level, which, from the rainy weather, had become so obnoxious, that the men were no longer able to stand it; we removed, therefore, our air-machine at some further distance, where the air was apparently better than at its former place, and found it succeeded. We have been able to resume our works again, and hope we shall not be any more interrupted until we have holed this level.

Feb. 17.—Rain still continues—most welcome to our neighbouring farmers, but not so to us; our surface works are greatly interrupted. The side level is going on well at both ends, and the water in the workings is going down gradually, having reached the depth of thirty feet and a half.

Feb. 18.—It had been my intention to take a trip over to Morro Velho during this week, but, on account of this heavy rain, the three nearest roads are impassable, and I shall leave my journey to next week. The workings in the mine are going on regularly, without any novelty; a few days more, and I hope we shall hole or communicate the two ends of the side level.

Feb. 20.—Our new, or rather opened water leak, is in great forwardness; there is yet a short space remaining to be completed, and the part of a tunnel repaired, which had fallen in. The heavy rains have at last discontinued—the air in the mine has considerably improved, and the works, in general, are going on more cheerfully.

Feb. 21.—The works are going on regularly without any alteration; the water is descending but slowly—we have got to the depth of thirty-three feet. The workings are in some places very wide, and contain, therefore, a greater quantity of water than in others.

Feb. 22.—We have at last holed the two ends of the side level last night, to the great joy of the men, who are now breathing in a more suitable atmosphere than before. As the level must be higher than ordinary for the pump-roads moving in it, and being at the same time an extraction level, we are now widening the inner part of it to its proper size, which we were formerly prevented from doing, on account of want of place for the stuff. At the same time we are prolonging the tramroad in this level, and over the old working corresponding with the horizon of the adit, for the subsequent speedy and economical extraction of the ore.

Feb. 24.—An accident occurred in the Ricardo mine, by the falling down of some pieces of the hanging wall, from which a negro has been hurt, but, fortunately, not very seriously.

Feb. 27.—We are principally occupied in arranging our side level, and draining the former works. From fourteen to fifteen fathoms of this level are still to be squared and the tramroad to be laid down, which may occupy us about twelve days. The water is descending slowly, only a few inches during day and night, and we shall require considerably more time to clear the whole works than formerly calculated upon, after the rate we have been lifting it at the beginning, where the works have been carried on much narrower than at the present depth. The stamps are working at present, during day time only, as we cannot supply them for day and night, the vein in the Ricardo mine being small, and not sufficiently opened to place in an adequate working force. I expect, in three weeks time, we shall have everything ready to commence raising ore from the main bed.

March 6.—Our principal object is now to get out the water with the utmost expedition; we got at the depth of thirty-seven feet and a half—remaining about sixteen feet in depth; and as our progress was slow during the last fortnight, we are making preparations for draining the water by tackles, to assist the pumps; in a couple of days we shall have two ready to commence working, and expect we shall considerably gain on time.

March 9.—We have already commenced hauling this afternoon with one tackle, by free labourers, and an officer remains during the whole night in the mine to superintend the works. A second tackle will commence working the day after to-morrow. The tramroad in the side level will likewise be completed at the same time.

Mar. 10.—The squaring of the side level has been finished this evening, and there only remains to clear the stuff and lay down a few fathoms more of tramroad. The water is descending much faster, having cleared two feet and a half during the last two days. I hope to be able to extract the water within ten or twelve days, if not sooner. J. C. HOCHERER.

#### BOLANOS MINING COMPANY.

Sauceda, March 10.—I believe that all the bills drawn by the treasurer upon the directors, will amount to 30,000 dollars. Our produce from Veta Grande is increasing very rapidly, and every effort will be made to avoid drawing more than the amount stated in my letter of the 16th of February last, although there is one circumstance which we could not well foresee, and that is the purchase of maize which we shall have to make this month, in order to avoid paying in the dry season the price of five dollars per fanega, which price no doubt will be asked from April to July, the crops having failed in only in this neighbourhood, but in the north to a great distance. The last news from Bolanos is rather encouraging, as it appears that they have discovered in Barranco the winzes going down in the planes in a tolerable state of preservation.

#### ST. JOHN DEL REY MINING COMPANY.

Feb. 21.—Mine—Warren's shaft is progressing better. The floor of clay slate has been passed, and the shaft is now down to the ten fathom level. The west stope being now brought into regular succession with the east, the sinking the Babu shaft was commenced again yesterday.

Reduction Department.—The stamps have been regularly supplied with ore. The new stamps were idle on the 19th, not from want of stone, but from the rains preventing the bullock carts from working, with which the stone is at present supplied to this stamp; and since the 19th, the same mill has continued idle, as it was necessary to turn the water from its course during the alterations for the new water blast.

Produce, I am happy to remark, has improved since my last; this is to be attributed to an increased supply of water, since the completion of the aqueduct, and a larger supply than usual of what is termed "small" has been sent to the stamps from clearing the stopes.

The total of the gold produce for February, is 2466 oits. 53 grs. J. CRICKETT.

#### Extract of a Letter from Mr. Hocherer.

Feb. 22.—To-morrow morning I shall start for Morro Velho.

Feb. 23, 24, and 25.—I have visited Morro Velho during these few days; their workings are in good order, and plenty of ore in hand, but the greatest part of it appears to be poor, being from the Quebra Panella stopes, which are much inferior to those of the Babu. The end of the Quebra Panella works is, however, improving, and nearly as good as the Babu. To increase the number of their stamping-mills is a very vital point to attend to, and as soon as the large wheel is put up, the daily produce will be immediately increased, and I think they will be able to supply now a much greater number of stamps with the mining force. The stopes are in very good order. J. C. HOCHERER.

#### FROM THE LONDON GAZETTE,

Tuesday, May 16.

#### INSOLVENT.

May 16.—Robert Canson, Southampton-row, Bloomsbury, job master.

#### BANKRUPTS.

J. Mallitt, Aberystwyth, tailor. (Walker, Southampton-st., Bloomsbury-square.)  
J. P. Williams, East Stonehouse, draper. (Ashurst and Gainsford, Cheap-side.)  
H. G. Hall, Rathbone-place, upholsterer. (Heppner, Copthall-court.)  
M. L. Sangrouber, Gerard-street, tailor. (Richardson and Pike, Golden-square.)  
R. Hughes, Adle-street, City, licensed victualler. (Sandell, Bread-street.)  
J. W. Addison, Southampton, provision agent. (Bartrum and Son, Old Broad-street.)  
J. Staton, Charing-cross, boot maker. (Hurt, Aldersbury.)  
A. I. Inn, George-row, City-road, chemical manufacturer. (Bell & Co., Bow Church.)  
J. Wilson, Lawrence-lane, wool on warehouseman. (Turner and Co., Easting-lane.)  
J. T. Wright and N. Hackney, Burslem, Staffordshire, earthenware manufacturers. (Dyaley, Coverdale, and Lee, Gray's Inn.)  
J. Harrison, Mancaster, solicitor. (Cuvellie, Southampton-buildings.)  
W. Perry, Bath, victualler. (Dax and Eicknell, Lincoln's Inn-fields.)  
R. Fussey, Leeds, plasterer. (Fiddie, Serjeant's Inn.)  
J. Kelly, Merthyr Tydfil, grocer. (Licknell and Co., Lincoln's Inn-fields.)  
J. Carlisle, Liverpool, stone-mason. (Norris and Co., Bartlett's-buildings.)



C. Collett, Manchester, picture dealer. [Mills and Co., Temple.  
J. White, Manchester, inkkeeper. [Addington and Co., Bedford-row.  
J. Lambie, Bristol, spirit dealer. [Bridges and Mason, Red Lion square.  
J. Pearson, Knarborough, inkkeeper. [Hawkins and Co., New Bowell court.  
J. Lambie and W. Brown, Knarborough, ink spinners. [Lattie & Co., Chancery-l.

June 5, J. Burke, Golden-lane, St. Luke's soap maker—June 5, J. Wright, Jun.  
and G. Lockwood, Trinity-square, coal factors—June 5, S. M. Briggs, Barret,  
pinner—June 5, C. Wood, sen., and C. Wood, Jun., Poplin's-court, Fleet-street,  
pinner—June 5, E. Burn, St. Helen's-place, merchant—June 7, D. Davis, Ayles-  
bury-street, Clerkenwell, oilman—June 7, J. Morris, Brighton, silk mercer—June  
A. N. Bingham, Old Bond-street, surgeon—June 8, R. Davies, Noble-street, straw-  
manufacturer—June 8, J. H. Mann, Charles-street, St. James's-square, resi-  
dent—June 8, T. Luck, Lad-lane, dealer in lace—June 8, S. Liversidge, Man-  
chester, ironfounder—June 15, H. O. Canney, Halifax, corn dealer—  
June 15, Johnson, Lostock Gralam, Cheshire, tanner—June 15, W. Johnson, Wil-  
son, Cheshire, tanner—June 15, J. Gibson, Northwich, Cheshire, victualler—June  
J. Leitch, Sheffield, ivory merchant—June 15, J. L. A. Braunton, Northampton-  
shire, coal merchant—June 15, L. Lomas, Sheffield, grocer—June 15, J. C. Bond and  
W. Bond, Birmingham, factors—June 21, C. Pope, St. Philip and Jacob, Gloucester  
shire, copper manufacturer—June 21, J. Walton, South-uram, Yorkshire, cloth  
dealer—June 21, T. Jackson, Wash-upon Deane, Yorkshire, grocer—June 21, T.  
W. and J. Sedell, Manchester, cotton spinners—June 21, C. Hodson, T. Hodson,  
and J. Woodland, Rochdale, cotton spinners—June 15, C. Dumbrell, Brighton,  
grocer—June 15, J. Pilkington, Manchester, merchant—June 15, R. Aspinall, Rams-  
bottom, Lancashire, cotton spinner—June 15, I. Levers, Manchester, corn dealer—  
June 21, W. Denby, Manchester, fustian manufacturer—June 6, W. De Burgh, bi-  
shopgate-street-without, licensed victualler.

CERTIFICATES to be granted, unless cause be shown to the contrary on or  
before June 6.

J. Frankland, Liverpool, merchant—W. Gough, Wem, Shropshire, tanner—S.  
Douglas, Robin Hood-lane, Poplar, omnibus-proprietor.

#### Friday, May 19.

May 18.—William Ham, Upper North-lane, Gray's Inn-road, livery stable-keeper.

#### BANKRUPT.

A. T. K. Vale, Bromyard, Herefordshire, innkeeper. [Warne, Leadenhall-street.  
J. S. Warwick and T. W. Clagett, Blithers-sq., City, merchants. [Freshfield and  
sons, New Bank-buildings.

T. Vigors, Brixton, brass-founder. [Fisher and De Jersey, Aldersgate-street.  
J. Saunders, Watford, Hertfordshire, butcher. [Sanger, Finsbury, Temple.  
J. Wood, Rochdale, Lancashire, money-scrivener. [Norris and Allen, Bartlett's-  
buildings, Holborn.

A. G. Ross, Bradford, Yorkshire, ironmonger. [Hawkins and Co., New Bank-  
buildings, Holborn.

J. Adams, Banbury, Oxfordshire, innkeeper. [Cox, Lincoln's Inn-fields.  
J. Taylor, Liverpool, colour-manufacturer. [E. Chester, Staple Inn.

W. H. Sugden, Leeds, innkeeper. [Mills and Co., Temple.  
J. Askew, Liverpool, hotel-keeper. [Dean, Essex-street.

J. Gough, Mincinghampton, Gloucestershire, c.o.d.-dealer. [Bassly, New Basing-  
hall-street.

T. Turner, Otley, Yorkshire, carrier. [Battye and Co., Chancery-lane.  
J. Newton, Bitterne, Hants, builder. [Walker, Southampton-st. Bloomsbury-sq.

J. Glover, Liverpool, dyer. [Walden and Co., Chancery-lane.  
J. Lynn, Bristol, merchant. [White and Whitmore, Bedford-row.

J. Woodson, Leamington-priors, Warwickshire, plumber and glazier. [Taylor and  
Co., Bedford row.

W. Pitts, Great and Little Hampton, Worcestershire, miller. [Johnson and Co.,  
Temple.

June 12, T. Count, Colchester, wine-merchant—June 12, J. S. Crispin, St. Mar-  
ty's-court, St. Martin's-lane, and of Tottenham-court-road, boot and shoe maker—  
June 12, S. Keyte, Minories, oil and colourman—June 9, C. Robertson, D. J. Ken-  
rick, St. Giles's, Leicester square, bookseller—June 9, T. Chandler, Wood-street,  
Cheshire, warehouseman—June 10, A. Richer, Soho-square, bookseller—W.  
King, South Lambeth, common brewer—June 10, T. Ryan, Pittfield-street, Hox-  
ton, merchant—June 9, G. J. R. J. Dickinson, Ealing, Middlesex, surgeon—June  
J. G. Jones, Leicester street, Leicester-sq. are, auctioneer—June 9, W. Brock and  
J. Le Mesurier, Warford-court, Throgmorton-street, merchants—June 14, E. E.  
Devlin and J. Peoples, Liverpool, woollen-draper—June 15, A. Fletcher, Redbridge,  
Southampton, auctioneer—July 29, R. Lenton, Bath, stationer—June 14, E. Jones,  
Bristol, o.d.-dealer—June 10, J. Daniel, Bath, timber-merchant.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before  
June 9.

T. Armstrong and M. Armstrong, Caldecote, Camberland, tanners—J. Bowker,  
Salford, J. S. Walton, Northwich, Cheshire, linen-draper—T. Wigderson, Sheer-  
sea, Jeweller—W. N. Procter, Manchester, cotton dealer—T. Fowler, Basingstoke,  
retailer—R. Lenton, Bath, stationer—R. Belt, Newcastle-upon-Tyne, merchant—  
W. Wright, Harrington, Lancashire, tavern-keeper.

#### COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—The market for West India sugars has been in  
a very flat state all the week, and the sales have not averaged 300 hds. per day;  
the buyers came forward with much reluctance, but notwithstanding the importers  
were generally inclined to accept a further reduction of 1s. per cwt. The growers,  
who are still the chief buyers, only just purchase a sufficient for their immediate  
consumption. At the public sale of 120 hds. of Barbados, great heaviness and  
a reduction of prices were experienced of 1s. to 1s. 6d. per cwt., low to fine yellow  
selling at from 50s. to 55s. 6d. per cwt. The sales for the week are estimated at  
only 1700 hds.

Mauritius.—The demand has been limited, and at a public sale of 6764 bags, a  
further reduction of 1s. to 1s. 6d. per cwt. was established. Fine brown and low  
pale sold from yellow at 50s. to 57s. per cwt. The exports since our last have been very considerable, nearly 30,000 bags.

EAST INDIA SUGARS.—There has been some demand for the low qualities of  
flam; of Manila and Java there are no sales worth reporting. The late prices  
were maintained. There has been but little business done in Bengal during the  
week; the prices paid are about the same as at the last public sale.

Refined Sugars.—The market for refined goods continues to wear a very gloomy  
aspect; a very trifling business has been done, either by the shippers or home  
trade, and the prices continue on the decline. Fine crushed sold at 52s. to 52s. 6d.  
per cwt.; lump to pass the standard at 73s. 6d. to 74s. 1s.; powder loaves, 72s. to 73s.;  
Rambro' ditto, 76s. to 82s.; double refined, 95s. to 100s. per cwt.

COFFEES.—The market for British Plantation coffees has been better sup-  
plied than for some time past: 354 casks, 212 bags, and 9 barrels of Jamaica  
and Demerara were offered at public sale; some portion of that from the former  
colony was of the new crop. The clean and good qualities found a ready sale, at  
the late quotations. Jamaica fine middling brought 98s. to 108s.; good mid-  
dling, 93s. to 98s.; Demerara fine ordinary sold at 75s. to 78s. 6d. per cwt. The  
demand for East India descriptions has been extremely flat, and of 1379 bags of  
Ceylon offered at public sale, only a very small quantity sold, at 75s. for fine ordi-  
nary, thereby establishing a further decline of 1s. 6d. to 2s. per cwt.

TEA.—The deliveries, consequent upon the conclusion of the sales, have been  
extensive, but have not yet caused any variation in the quotations. The principal  
demand was for middling and fine black teas, and middling and fine Twankays.

HOPS.—The business in this market has been limited, and no material alteration  
in prices can be quoted. Kent bales sold at 8s. 10s. 10s.; East Kent, 75s. to 120s.;  
Mid Kent, 55s. to 120s.; Sussex, 75s. to 120s. per cwt.

TALLOW.—There is no alteration in prices this week, but the market remains  
in a very inactive state; the purchases on the spot are confined to small parcels,  
and for arrival the holders are not so firm, and there is less disposition manifested  
by the buyers to make purchases. The sales were only to a limited extent, at  
1s. 6d. to 42s. per cwt.

#### LIVERPOOL, MAY 18.

[FROM OUR OWN CORRESPONDENT.]

FCOTTON.—The sales last week amounted to only 13,770 bales, viz., 10,136 Ameri-  
can, 1880 Brazil, 120 Egyptian, 1100 West Indian, and 430 East Indian. In the  
early part the demand was good, but relaxed as the week advanced, and holders  
were anxious to realise, the ordinary fair qualities of American declined 3d. to  
4d., and the better descriptions 4d. to 4d. per lb.—all other sorts were likewise re-  
duced 3d. to 4d. per lb. Since Friday, latest advices from the United States have  
been received, their immediate effect has been to produce several failures here, and  
the market is again lower by 4d. Rather more business, however, is doing, as the  
sales since Friday are 13,000 bales, about 3000 being taken on speculation. To-day's  
figures of fair cotton are as follows:—Bowed, 6d.; Pernambuco, 6d.; Egyptian, 1d.;  
Brazil, 4d. Our present stock is 25,000 bales, of which are American,  
and 70,000 East India. At this time last year, these quantities were several  
10,000 and 20,000, the total stock then comprising 180,000 bales.

CORN.—Since my last, the weather has continued favourable to the growing  
crops, and the appearance of the country has visibly improved. The imports of all  
description of grain have been again very small, and the transactions of the week  
have, in consequence, been to a fair extent, in most instances at a small improve-  
ment to prices. At Tuesday's market, there was a fair attendance of the trade,  
who bought rather freely of wheat, oats, and oatmeal, but of other articles only to  
a small extent; the market, however, closed firmly, at an advance on the rates of  
last week of 2d. on wheat and oats, other articles have experienced no change  
in price.

#### CORN EXCHANGE, MAY 18, 1837.

Wheat... p. Qr. 40s to 63s Malt... p. Qr. 54s to 58s Oats... p. Qr. 20s to 32s  
Rye... 30s to 36s Beans... 35s to 38s Bran... 12s to 13s  
Barley... 26s to 32s Peas... 40s to 42s Pollard... 14s to 20s

#### AVERAGE PRICE OF GRAIN, per Quarter.

Wheat... 30s. 2d. | Barley... 23s. 5d. | Rye... 33s. 8d. | Beans... 35s. 11d. | Peas... 37s. 10d.  
AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.  
30s. 4d. | 32s. 1d. | 23s. 11d. | 33s. 2d. | 37s. 4d. | 36s. 1d.

#### DUTY ON FOREIGN CORN.

30s. 8d. | 18s. 10d. | 15s. 6d. | 14s. 0d. | 15s. 6d.  
Duties on Grains from British Possessions out of Europe.  
3s. 0d. | 2s. 6d. | 2s. 0d. | 3s. 0d. | 3s. 0d.

#### FLOUR, per Sack.

Town made... 48s to 52s Essex & Suffolk, on board... 38s to 40s  
Records... 43s to 48s Norfolk and Stockton... 35s to 40s

#### PRICES OF SEEDS.

Linseed... 48s to 55s Coriander Seed... 14s to 16s per Cwt.  
Clover Seed... red 50s to 70s do  
Rape Seed... 32s to 34s per Last  
Mustard Seed... white 54s to 70s do  
Ditto... 51s 10s per ton  
Ditto... 48s to 47s per Cwt.  
Ditto... brown 9s to 12s do

#### SMITHFIELD, FRIDAY, MAY 19.

To sink the offal—per lb.

Best... 3s. 2d. 3s. 10d. 4s. 4d. | Veal... 4s. 0d. 4s. 4d. 4s. 6d. 5s. 0d  
Best Down & Polled Mutton... 6s. 2d. | Pork... 4s. 2d. 4s. 4d. 4s. 6d. 5s. 0d  
Head of Cattle this day—Beasts, 72s; Sheep, 82s; Calves, 20s; Pigs, 40s.  
Head of Cattle on Monday—Beasts, 75s; Sheep, 85s; Calves, 20s; Pigs, 43s.

#### NEWGATE AND LEADENHALL.—By the Carcase.

Best... 2s. 8d. 3s. 4d. 4s. 0d. | Veal... 3s. 0d. 3s. 4d. 4s. 0d. 5s. 0d  
Mutton... 4s. 0d. 4s. 4d. 4s. 8d. | Pork... 3s. 4d. 4s. 0d. 4s. 4d. 5s. 0d

#### GOLD AND SILVER.

Foreign Gold in Bars (standard) ... per oz. £3 17 9  
Foreign Gold in Coin, Spanish Doubloons ... 0 0 0  
... 10 Guilder pieces ... 0 0 0  
... 20 Franc pieces ... 0 0 0  
New Dollars ... 0 4 9  
Silver in Bars (standard) ... 0 4 1 1/2

#### METEOROLOGICAL JOURNAL, 1837.

May	Thermometer.	Barometer.	May	Thermometer.	Barometer.
Thurs. 11	from 25 to 53	29.86 to 29.93	Sunday 14	28.59	29.78 to 29.86
Friday 12	31.47	29.51 to 29.75	Monday 15	30.54	29.93 to 30.00
Satur. 13	27.59	29.77 to 29.76	Tuesday 16	37.61	30.20 to 30.24
			Wednesday 17	29.70	30.23 to 30.15

Winds N. and N.W. Except the morning of the 12th, 14th, and following day,  
and evening of the 17th, generally clear, with rain at times; a little thunder and  
lightning, accompanied with rain, in the afternoon of the 14th.  
Rain fallen .225 of an inch.

Edmonton. CHARLES HENRY ADAMS.

#### PURCHASES OF BLACK TIN AT TRELOWETH,

MAY 9.

Purchasers.	Mins.	Tons.	Total.	Price.	Amount.	Total Amount.
1. DAUBES & St. Ives Consols...	74			£ s. d.	£ s. d.	£ s. d.
Co. Wheel Reeth...	34			47 15 0	354 7 6	
Wheel Darlington...	64			44 17 6	246 15 3	
Wheel Maitland...	4			48 2 6	512 16 3	
	234			49 12 6	195 10 0	
2. GREENFELL St. Ives Consols...	22			45 5 0	995 10 0	
and Co. Wheel Reeth...	24			46 0 0	161 0 0	
Wheel Mary...	24			41 0 0	162 10 0	
	28					1259 0 0
3. BATTEN and Wheel Kitty...	21			48 2 6	1010 12 6	
Son...	20			38 2 6	1002 10 0	
	22			45 0 0	995 10 0	
Wheel Mary...	54			47 10 0	261 5 0	
Wheel Olds...	8			33 12 6	429 0 0	
	764					5698 17 6
4. BOLITHOS, Wheel Reeth...	64			45 17 6	298 3 9	
CARRN, COR. Boscawell...	25			41 10 0	1267 10 0	
NISH, and Co. Boscawell...	11			32 12 6	78 17 6	
Wheel Darlington...	4			47 2 6	185 10 0	
Balloon...	9			50 7 6	453 7 6	
	554					2896 8 9
5. WILLIAMS St. Ives Consols...	34			47 5 0	165 7 6	
and Co. Wheel Reeth...	12			47 17 6	574 10 0	
Wheel Mary...	15			46 12 6	699 7 6	
	304					1439 5 0
	214					£10,316 1 3

#### PURCHASES OF COPPER ORES AT SWANSEA,

MAY 10.

Purchasers.	Mins.	Tons.	Total.	Price.	Amount.	Total Amount.
1. FREEMAN & Ballymurtagh...	38			£ s. d.	£ s. d.	£ s. d.
Co. ...				3 10 0	...	133 0 0
2. GREENFELL & SONS...	78			3 17 6	302 5 0	
...	61			2 18 0	176 18 0	
...	52			2 18 0	160 18 0	
...	45			3 1 6	157 7 6	
...	39			3 7 6	131 12 6	
	275					899 19 0
3. VIVIAN & Allihies...	101			5 15 6	886 5 6	
Sons...	45			7 17 6	354 7 6	
Chill...	88			20 15 6	1828 4 0	
	234					3068 17 0
4. WILLIAMS, Allihies...	78			8 3 0	635 14 0	
FOSTER & Co. Chill...	81			8 4 0	664 4 0	
...	100			21 0 0	2100 0 0	
Drill...	26			6 16 0	164 9 0	
Llandegai...	7			11 3 0	78 1 0	
	299					3690 0 0
5. BENSON Llanberris...	79			2 15 0	217 5 0	
and Co. ...	46			2 14 0	124 4 0	
...	31			1 15 0	54 5 0	
	156					395 14 0
	1002					£8157 10 0

#### SALE OF BLACK TIN.

Sampled May 12, and sold at Andrew's Hotel, Redruth, on the 16th.

Mins.	Tons.	Total.	Price.	Each Parcel.	Money in each Min.	Purchasers.
Charlestown U. M.	22		£ s. d.	£ s. d.		Chyandour.
...	12		45 5 0	905 10 0		
...	114		44 7 6	499 4 4		
...	41		43 12 6	485 8 1		
...	3		38 15 0	116 5 0		
	524				2333 7 5	
Polgooth	254		46 10 0	1174 2 6		Treloweth.
...	274		41 0 0	82 0 0		
	528				1256 2 6	
Polberro	15		47 10 0	712 10 0		Chyandour.
...	12		41 15 0	73 1 3		Trelisick.
...	14		42 5 0	63 7 6		
...	13		42 15 0	64 2 6		Treloweth.
	192				913 1 3	
Carnon	84		53 7 6	453 13 9		Chyandour.
...	13		46 17 6	210 18 9		Treloweth.
	97				664 12 6	
Tincroft	7		44 5 0	309 15 0		Trelisick.
Wheel Unity Wood	63		43 10 0	282 15 0		Treloweth.
Gt. Wheel Venture	3		45 2 6	135 7 6		Trelisick.
...	3		40 7 6	30 5 7		Treloweth.
	32				165 13 1	
Good Providence	12		52 15 0	65 18 9		Trelisick.
...	8		50 12 6	25 6 3		
...	2		45 10 0	11 12 6		
	1812				6028 4 3	

#### SALE OF COPPER ORES AT TRURO.

Sampled May 3, and sold at Pearce's Hotel, Truro, May 18.

Mins.	Tons.	Price.	Purchase	Mins.	Tons.	Price.	Purchase
Tresavean 113	7 5 6.	Vivians.	Fow. Con. 104	4 6 6.	Vivians.		
ditto 100	3 5 6.		ditto 102	4 14 6.	Freemans.		
ditto 85	3 18 6.		ditto 97	4 5 6.	Vivians.		
ditto 81	5 15 6.		Carbarrack	3 18 6.	Nevill & Co.		
ditto 80	4 0 6.	P. Grenfell.	ditto 50	2 17 6.	P. Grenfell.		
ditto 79	5 15 6.	Vivians.	ditto 35	5 9 0.	Freemans.		
ditto 75	3 11 0.		W. Maiden 31	3 15 0.	English Co.		
ditto 65	5 15 6.		Hallenbag 28	3 5 6.	Williams.		



## PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS.

NAME STOCK, 8 per Cent.	2006	2007	2008	2009	2010	2011
3 per Cent. Red. Ann.	89 1/2	90	90 1/2	90 1/2	90 1/2	90 1/2
3 per Cent. Consols	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
3 1/2 per Cent. Ann.	181 1/2	181 1/2	181 1/2	181 1/2	181 1/2	181 1/2
3 1/2 per Cent. Red. Ann.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
New 3 1/2 per Cent. Ann.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
New 3 per Cent.	140	140	140	140	140	140
Long Ann.	140	140	140	140	140	140
Ann. for 30 Years	140	140	140	140	140	140
Ditto	140	140	140	140	140	140
Omnium	239 1/2	239 1/2	239 1/2	239 1/2	239 1/2	239 1/2
India Stock, 10 1/2 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
South Sea Stock, 3 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto Old Ann. 3 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ditto New Ann. 3 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
3 per Cent. Ann.	175 1/2	175 1/2	175 1/2	175 1/2	175 1/2	175 1/2
India Bonds, 4 per Cent.	34 3/4	34 3/4	34 3/4	34 3/4	34 3/4	34 3/4
Exchequer Bills, 2 1/2 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
3 per Cent. Cons. for Ac. 24 May	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
India Stock for Op. 25 May	204 1/2	204 1/2	204 1/2	204 1/2	204 1/2	204 1/2

## BANK OF ENGLAND—TRANSFER BOOKS.

NAME STOCK, 8 per Cent.	Thursday, June 1, 1837.	Friday, July 21, 1837.
3 per Cent. Consols	Thursday, June 1, 1837.	Friday, July 21, 1837.
New 3 1/2 per Cent.	Thursday, June 1, 1837.	Friday, July 21, 1837.
3 per Cent. 1736	Thursday, June 1, 1837.	Friday, July 21, 1837.
New 3 per Cent.	Wednesday, June 7, 1837.	Wednesday, July 12, 1837.
Ann. for terms of Years	Monday, June 5, 1837.	Friday, July 21, 1837.
East India Stock	Monday, June 5, 1837.	Friday, July 21, 1837.
South Sea Stock	Friday, June 9, 1837.	Friday, July 14, 1837.
Ditto New per Cent.	Thursday, June 8, 1837.	Thursday, July 13, 1837.
3 per Cent. 1751	Thursday, June 8, 1837.	Thursday, July 13, 1837.

## FOREIGN STOCKS.

NAME STOCK, 8 per Cent.	Thursday, June 1, 1837.	Friday, July 21, 1837.
Austrian, 5 per Cent.	102 1/2	102 1/2
Belgian, 5 per Cent.	102 1/2	102 1/2
Brazilian	34 1/4	34 1/4
Ditto, 1829	34 1/4	34 1/4
Buenos Ayres, 6 per Cent.	34 1/4	34 1/4
Cuba, 6 per Cent.	34 1/4	34 1/4
Chilian, 6 per Cent.	34 1/4	34 1/4
Colombian, 6 per Cent.	34 1/4	34 1/4
Ditto, 1824, ditto	34 1/4	34 1/4
Danish, 5 per Cent.	72 1/2	72 1/2
Greek, 5 per Cent.	72 1/2	72 1/2
Ditto, 1829, 5 per Cent.	72 1/2	72 1/2
Mexican, 5 per Cent.	72 1/2	72 1/2
Ditto, deferred do.	72 1/2	72 1/2
Ditto, 1829, 6 per Cent.	72 1/2	72 1/2
Ditto, def. do. 6 per Cent.	72 1/2	72 1/2
Neapolitan, 5 per Cent. 1824	72 1/2	72 1/2
Peruvian, 6 per Cent.	72 1/2	72 1/2
Portuguese, 5 per Cent.	72 1/2	72 1/2
Ditto, New 5 per Cent.	72 1/2	72 1/2
Ditto, 3 per Cent.	72 1/2	72 1/2
Prussian, 4 per Cent.	72 1/2	72 1/2
Russian, 1822, 5 per Cent.	72 1/2	72 1/2
Spanish, 5 per Cent. Consols	72 1/2	72 1/2
Ditto, Coupons	72 1/2	72 1/2
Ditto, passive	72 1/2	72 1/2
Ditto, deferred	72 1/2	72 1/2
Dutch, 2 1/2 per Cent.	72 1/2	72 1/2
Ditto, 5 per Cent.	72 1/2	72 1/2

## FRENCH FUNDS.

NAME STOCK, 8 per Cent.	May 11.	May 13.	May 15.	May 16.	May 17.	May 18.
5 per Cent. Ann.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Ex. on Lond. 1 m.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
ditto 3 m.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
4 per Cent. Ann.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Exchange	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
4 per Cent. Ann.	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
Exchange	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
8 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Exchange	241 1/2	241 1/2	241 1/2	241 1/2	241 1/2	241 1/2
Bank Shares	241 1/2	241 1/2	241 1/2	241 1/2	241 1/2	241 1/2

## IRISH FUNDS,

NAME STOCK, 8 per Cent.	May 18, 1837.
Bank Stock	137
Government Debentures	34 per cent.
Ditto at Sight	34 per cent.
Ditto New	34 per cent.
Ditto ditto, reduced	4 per cent.
Consols	3 per cent.
City Debentures	4 per cent.
Exchequer Bills	2 1/2 per cent.
Royal Canal Stock	10 0 0
Patriotic Insurance	10 0 0
Provin. Bank of Ireland	25 0 0
Hibernian Bank	25 0 0
Grand Canal Stock	7 0 0
City Bank	7 0 0
City of Dublin Steam Co.	10 0 0
Kingstown Railway	60 0 0

## AMERICAN FUNDS.

NAME STOCK, 8 per Cent.	May 11.	May 13.	May 15.	May 16.	May 17.	May 18.
New York	101	101	101	101	101	101
1846	101	101	101	101	101	101
1850	101	101	101	101	101	101
Pennsylvania	101	101	101	101	101	101
1839, 40, 41	101	101	101	101	101	101
1846	101	101	101	101	101	101
1853, 4	101	101	101	101	101	101
1856	101	101	101	101	101	101
1858	101	101	101	101	101	101
1860	101	101	101	101	101	101
1862	101	101	101	101	101	101
Maryland	101	101	101	101	101	101
6 1850	101	101	101	101	101	101
Ohio	101	101	101	101	101	101

## COURSE OF EXCHANGE.

NAME STOCK, 8 per Cent.	Friday, May 16, 1837.
Amsterdam	12 1/2
Ditto at Sight	12 1/2
Bottoms	12 1/2
Antwerp	12 1/2
Bombay	12 1/2
Batavia	12 1/2
Calcutta	12 1/2
London	12 1/2
Paris	12 1/2
Ditto 3 days' sight	12 1/2
Ditto 10 days' sight	12 1/2
Ditto 15 days' sight	12 1/2
Ditto 20 days' sight	12 1/2
Ditto 25 days' sight	12 1/2
Ditto 30 days' sight	12 1/2
Ditto 35 days' sight	12 1/2
Ditto 40 days' sight	12 1/2
Ditto 45 days' sight	12 1/2
Ditto 50 days' sight	12 1/2
Ditto 55 days' sight	12 1/2
Ditto 60 days' sight	12 1/2
Ditto 65 days' sight	12 1/2
Ditto 70 days' sight	12 1/2
Ditto 75 days' sight	12 1/2
Ditto 80 days' sight	12 1/2
Ditto 85 days' sight	12 1/2
Ditto 90 days' sight	12 1/2
Ditto 95 days' sight	12 1/2
Ditto 100 days' sight	12 1/2

## PRICES OF METALS.

NAME STOCK, 8 per Cent.	Friday, May 16, 1837.
Copper, Brit.-Coke	84 0 0
Tile	82 0 0
Sheets	80 0 0
Bottoms	80 0 0
Foreign—S. Am. (dy. 37s.)	80 0 0
cwt. 100	80 0 0
Tin, Brit.—Blocks	4 15 0
Bars	4 17 0
Plates, common	1 12 0 to 1 16 0
to best	1 18 0 to 2 2 0
Wasters of the above	3s. less, all others less
(Others in proportion.)	
Foreign—Banco, dy. 4 10 0	
duty 50s.	4 10 0
per cwt.	4 12 0
Bars, dy. 4 12 0	
Lead, Brit.—Pig	20 0 0
Sheet	20 0 0
Shot	20 0 0
Red	20 0 0
White (dry)	20 0 0
Do. (gd. in oil)	20 0 0
Litharge	20 0 0
Foreign—Spain (dy. 40s. per ton)	20 0 0
Iron, Brit.—Pig, No. 1	10 0 0
Bar 10 10 0 to 9 10 0	
Do. Cast in Wales	8 10 0
Boils	8 10 0
Nail Rods	10 10 0
Hoops	10 10 0
Sheets, single	12 0 0
Foreign—Sweden, cn. dy. 14 0 0	
for Steel, (var.)	
Duty 30s.	10 15 0 to 10 35 0
per ton.	
Russian, cn. dy. 10 0 0	
F.R.I.	10 0 0
C.C.W.D.	10 19 0
STEEL, Brit.—Blistered, (various)	
qualit.	25 0 0 to 45 0 0
Shear do. do.	45 0 0 to 84 0 0
Cast do. do.	45 0 0 to 84 0 0
Foreign—Sweden in kg dy. 18 0 0	
Duty 20	10 19 0 to 10 19 0
per cent. Mol.	10 19 0
Foreign—Coke (dy. 2s. 6d.)	
Do. (gd. in oil)	10 19 0
English Sheet	28 0 0
Foreign—Spain (dy. 40s. per ton)	20 0 0
QUICKSILVER—(dy. 1d. per lb.)	0 3 7

## TIDE TABLE.

NAME STOCK, 8 per Cent.	Friday, May 16, 1837.
HIGH WATER AT LONDON BRIDGE, from May 20 to May 26.	
Satur.	1 30
Sunday	2 21
Monday	3 4
Tuesday	3 48
Wednesday	4 35
Thursday	5 24
Friday	6 23
Morning	2 0
Afternoon	2 0

## PRICES OF SHARES.

## BRITISH MINES.

NAME STOCK, 8 per Cent.	Friday, May 16, 1837.
8,000 Albion Copper	5 3/4
4,000 Bissio Bridge	5 3/4
8,000 Blaenavon	5 3/4
5,000 Boringdon Park	5 3/4
8,000 British Tin	5 3/4
20,000 British Iron	5 3/4
6,000 British Copper	5 3/4
100 Copper Bottom	5 3/4
6,000 Cornish Great Union	5 3/4
4,000 Cornwall United	5 3/4
10,000 East Cornwall Silver	5 3/4
10,000 East Cornwall Tin	5 3/4
5,000 East Wheel Brothers	5 3/4
2,500 East Wheel Strawberry	5 3/4
200 East Wheel Kitty	5 3/4
4,000 Hibernian	5 3/4
6,000 Hayle Consols	5 3/4
1,000 Holmshurst	5 3/4
12,000 Kellieris	5 3/4
5,000 Dartmoor Consols	5 3/4
20,000 Mining Co. of Ireland	5 3/4
4,000 New South Hoo	5 3/4
1,000 North Consolidated	5 3/4
8,000 North Cornwall	5 3/4
6,000 Perran Consols	5 3/4
3,000 Polbrou Consols	5 3/4
6,000 Polbreen	5 3/4
5,000 Redmoor Consolidated	5 3/4
10,000 Rhymney Iron	5 3/4
10,000 Redruth United	5 3/4
10,000 Roche Rock	5 3/4
15,000 Royal Irish	5 3/4
6,000 St. Hilary	5 3/4
6,000 Trevelyan	5 3/4
5,000 Treleigh Consols	5 3/4
6,000 Tamar Consols	5 3/4
6,000 Tin Croft	5 3/4
4,000 United Hills	5 3/4
2,000 Wendron	5 3/4
3,000 West Cornwall	5 3/4
5,000 West Wheel Brothers	5 3/4
4,000 Wh. Ham. & Montague	5 3/4
12,000 West Trevelyan	5 3/4
6,000 Wicklow Copper	5 3/4
6,000 West Wheel Jewel	5 3/4
5,000 Wheel Gilbert	5 3/4
800 Wherry Mine	5 3/4

## FOREIGN MINES.

NAME STOCK, 8 per Cent.	Friday, May 16, 1837.
4,000 Alten Mining Company	15 1/2
10,000 Anglo Mexican Co.	10 1/2
3,374 Do. Subscription	25 1/2
2,000 Bolanos	15 1/2
10,000 Brazilian Imperial	35 1/2
10,000 Bolivar	20 1/2
10,000 Ditto Brazil	10 1/2
10,000 Caba Branca	10 1/2
10,000 Candelaria	10 1/2
10,000 Candonga Mining Co.	20 1/2
12,000 Cobre Copper Company	40 1/2
10,000 Colombian Co. regis.	55 1/2
10,000 Copiapo Mining Co.	20 1/2
20,000 General Mining Association	20 1/2
5,734 Mexicana Company	100 1/2
6,000 Mocha and Coahuila	25 1/2
2,000 New Granada	10 1/2
1,020 Penciles	12 1/2
3,060 Ditto Subscription	14 1/2
14,582 Do. unregistered	54 1/2
Ditto Loan Notes	150 1/2
2,500 Rio de Janeiro	34 1/2
11,000 St. J. del Rey	20 1/2
30,000 United Mexican	40 1/2
Red Scrip	5 1/2
Black New Scrip	5 1/2
5,000 Union Gold	9 1/2
14,000 Zacatecas Mining Co.	3 1/2

## RAILWAYS.

Altona and Lubeck ..	..	2	..	..	..
500 Aylesbury ..	20	1	..	..	..
600 Birmingham and Derby ..	..	10	32	24	34
500 Birming. & Gloucester ..	..	10	..	..	..
500 Birm. Brist. & Th. Junc. ..	20	3	..	..	..
500 Bolton and Leigh ..	100	2	..	..	..
500 Ditto 1 Share ..	25	..	..	..	..
500 Bristol and Exeter ..	100	5	32	3	33
500 Calcutta and Saugur ..	50	2	2	2	2
500 Cant. & Whitehit. ..	50	50	..	..	..
500 Cheltenham ..	100	100	..	..	..
500 Cheltn. & Gt. Western ..	100	74	..	..	..
500 Chelt. Oxford and Tring ..	100	5	..	..	..
500 Clarence ..	100	100	40	40	40
500 Commercial & Blackwall ..	100	..	..	..	..
500 Crom. and Peak For. ..	100	100	..	..	..
500 Dublin and Kingston ..	..	60	..	..	..
500 Dublin and Kilkenny ..	100	24	1	1	1
500 Durham Junction ..	100	10	..	..	..
500 Durham S. W. Junction ..	20	3	..	..	..
500 Eastern Counties ..	25	2	16	12	12 1/2 16
500 Edinburgh & Dunbar ..	..	2	..	..	..
500 Edinburgh & Glasgow ..	..	2	4	4	..
500 Edinburgh & Glasgow ..	..	50	..	..	..
500 Forest of Dean ..	50	50	..	..	..
500 Glasgow & Falkirk Junc. ..	50	3	..	..	..
500 Grand Junction ..	100	50	..	..	..
500 Great North of England ..	100	7	54	54	54
500 Great Northern ..	100	..	424	104	34 424
500 Great Western ..	100	40	42	41	42 41
500 Hartlepool ..	100	100	..	..	..
500 Hull and Leeds ..	..	2	..	..	..
500 Hull and Selby ..	..	2	3	3	3